# NAVAL POSTGRADUATE SCHOOL
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# THESIS

**THE IMPACT OF THE MILITARY DRAWDOWN ON USN AVIATOR RETENTION RATES**

by

Russell S. Turner

March, 1995

Thesis Co-Advisors: Stephen L. Mehay
Mark J. Eitelberg

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# THE IMPACT OF THE MILITARY DRAWDOWN ON USN AVIATOR RETENTION RATES

by

Russell S. Turner
Lieutenant, United States Navy
B.S., Old Dominion University, 1988

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Author: Russell S. Turner

Russell S. Turner

Approved by: S L Mehay

Stephen L. Mehay, Co-Advisor

Mark J. Eitelberg

Mark J. Eitelberg, Co-Advisor

for

David R. Whipple, Chairman
Department of Systems Management

# ABSTRACT

The objective of this thesis is to design and construct a unique analytical data base to be used to examine the effects of the military drawdown on the retention of Naval aviators. Past analyses of retention have focused primarily on the individual retention decision. This thesis uses grouped data defined by year of commission, fiscal year, and aviator type. The analysis quantifies the relationship between various downsizing policies and cohort continuation rates while controlling for the effects of time-since-MSR (minimum service requirement) and civilian unemployment. Separate regression models are specified for the jet, prop, and helo pilot communities, and for the jet and prop NFO communities, with the continuation rate as the dependent variable. The models are estimated using weighted OLS. The samples contained observations on a total of 1,907 cohort continuation rates for each fiscal year between 1977 and 1993. The study found that the percentage of Aviation Continuation Pay bonuses available in a given year is directly related to the grouped continuation rate. The effect of the VSI/SSB and IRAD programs was found to be statistically insignificant. Thus, it was concluded that the downsizing policies have had only a minor effect on the underlying, baseline continuation rate.

## TABLE OF CONTENTS

## LIST OF TABLES

# I. INTRODUCTION

The objective of this thesis is to design and construct a unique analytical data base and to examine the effects of the military drawdown on the retention of Naval aviators. Having accurate measures of retention is vital to policymakers and planners, since retention rates influence many manpower requirements and force management policies. Herein lies the current problem: as part of the military drawdown, a number of policies were implemented whose goal was to induce separation. These policies thus reduced retention rates below what they normally would have been and distorted the underlying trend in voluntary retention. The purpose of this thesis is to identify and isolate the effect of these specific drawdown policies on aviator retention. The goal is to provide manpower planners with adjusted historical retention rates during that drawdown will serve as the basis for more accurate and reliable forecasts of future aviator retention in the post-drawdown period. These rates may also provide an early warning signal that policies may need to be altered to offset predicted changes in retention.

The training of Naval aviators, both pilots and Naval flight officers (NFOs), is among the most costly training provided by the Department of Defense and one of the biggest investments in human capital made by the Department of the Navy. Because of the size of this investment, retention must be sufficiently high to guarantee the Navy a return on its investment. Because of this, aviator retention rates are tracked and analyzed closely to detect future changes and to provide accurate and reliable data for policy formulation and manpower planning.

Two types of survival or retention rates are used to describe trends in the voluntary retention behavior of Naval aviators: (a) minimum service requirement (MSR) survival rates, and (b) cumulative continuation rates (CCR). MSR survival rates are true cohort rates in the sense that they track an aviation community from MSR-1 (the year before service obligation from flight school has been completed) to MSR+2 (two years after the obligation has been completed). This period, MSR-1 to MSR+2, encompasses

the period at the end of a service obligation incurred in return for flight training; and it is generally the time of highest voluntary losses in the pre-retirement career period.

The cumulative continuation rate (CCR) is the second (and official) method of calculating a survival rate. The CCR is calculated as the product of continuation or retention rates from a given MSR (generally, year of service 6) through the eleventh year of service. The continuation rates are calculated based on the "spot" retention rates from the cross section of aviators in the Navy spanning those years of service. Hence, the CCR is not a cohort survival rate, but rather a cross-sectional snapshot of continuation behavior.

Although, both the MSR and CCR are used to describe trends in the voluntary retention behavior of Naval aviators, there is some debate as to which of the two measures provides the better indicator of retention trends. However, policies implemented as part of the force downsizing have made identifying trends more difficult. These policies include:

1. requiring additional obligated service in return for flight training,
2. changing the augmentation policies for reserves,
3. requiring additional obligated service in return for aviation continuation pay (bonus),
4. and offering voluntary separation incentives (Voluntary Separation Incentive/Special Separation Bonus program) to target officers.

Hence, it is appropriate to determine what effects the policies that have been implemented to achieve the drawdown, may have had on underlying voluntary survival rates of Naval aviators. Note, too, that the military downsizing itself may have influenced retention behavior, independent of the specific policies.

The purpose of this study is to separate the influence of drawdown policies affecting observed retention from the decisions of aviators that form the "true" underlying voluntary survival rates. A new set of survival rates can be constructed that reflect

voluntary separation decisions, independent of separation induced by the drawdown policies. The effect of the various policies on observed retention in the original rates can then be estimated for both the MSR cohort rates and the CCRs. An overall assessment of the relative merits of the two methods of calculating retention is presented.

The effect of various policies is assessed at both a "micro" and a "macro" level. At the "micro" or individual level, the effect of policies on observed retention rates is assessed by calculating cohort rates based on the retention decisions of individual officers. A time line of policies affecting retention (e.g., date at which new MSR is effective and date for changes in Involuntary Reduction in Active Duty policies) is compared to actual transactions as indicated on personnel records. Involuntary individual retention/separation decisions have been deleted from the cohort rates. A synthetic set of "voluntary " rates is then constructed and compared with the original MSR and CCR rates.

The second, "macro" level adjustment to observed CCRs and MSR rates is based on a simple regression model. Continuation rates are calculated by fiscal year and year of service and related to policies that have likely influenced the rates in an "event" analysis. A regression analysis provides a quantitative estimate of the effect of those policies along with a method to adjust CCR and MSR rates.

## II. LITERATURE REVIEW

Although no prior research has been conducted on the impact of military downsizing on Naval aviators, numerous studies have addressed aviator continuation rates. The continuation rate for a group of officers is the percent of a particular cohort (based on year of entry) remaining in the Navy over a given period. Because these rates influence numerous decisions concerning personnel policy, having accurate measures of aviator continuation is vital to defense policymakers and planners.

### A. CALCULATING CONTINUATION RATES

Continuation rates measure the fraction of a cohort (sorted by designator and year group) remaining in a community from one year to the next. The continuation rate, $C_t$, is generally defined as the ratio of the inventory of a given cohort at the end of a period, $A_t$, divided by the inventory at the beginning of the period, $N_t$:

$$C_t = A_t / N_t$$

These simple continuation rates are used by planners to project the future availability of manpower. Accurate historical continuation rates are needed in planning for the number of pilots to train, the number to retain at different career points, and for determining the size and availability of monetary incentives such as the aviator bonus.

### B. METHODOLOGIES

As previously observed, two methods are used to measure continuation behavior (Cymrot, 1988). The CCR is based on a cross section of continuation rates from different year groups in a single year. The CCR is used as an estimate of the probability of continuation over a segment of an aviator's career. In the aviation community, $CR_{6-11}$ is used to measure continuation after the completion of the minimum service obligation for flight training. By using year of service (YOS) 6 as a starting point, the calculation captures all of the decisions at the time of completion of the initial service obligation, and encompasses the period of highest voluntary losses for aviators. The CCR is calculated

as the product of the annual continuation rates for the desired range of years of service. Table 2.1 illustrates the calculation of $CCR_{6-11}$ for pilots in Fiscal Year 1993 (omitting all involuntary separations). Thus, in 1993 the CCR was 36.02 percent. In Table 2.1, YG denotes the year group, and CR is the continuation rate for each YOS. The concept behind this calculation is that if we start with one hundred aviators at YOS = 6 and six leave, then ninety-four continue to YOS = 7 at which time fourteen leave, and so on until YOS = 11. Thus, at YOS = 11, only thirty-six of the original aviators are shown to remain.

Table 2.1 Calculation of $CCR_{6-11}$ for Fiscal 1993

| YOS | YG | $N_t$ | $A_t$ | CR(%) $A_t/N_t$ |
|---|---|---|---|---|
| 6 | 87 | 270 | 257 | 95.2 |
| 7 | 86 | 1,086 | 942 | 83.6 |
| 8 | 85 | 723 | 574 | 71.5 |
| 9 | 84 | 345 | 295 | 80.1 |
| 10 | 83 | 321 | 296 | 85.6 |
| 11 | 82 | 358 | 297 | 92.0 |
| | | | CCR = 36.02% | |

Source: See Appendix A

Legend: YOS = year of service, CR = continuation rate, $N_t$ = beginning inventory, $A_t$ = ending inventory.

An alternative method for calculating continuation is the historical continuation rate, which is calculated by tracking a single year group (YG) or set of year groups over a period of years. For example, YG 82 could be tracked from fiscal 1987 to fiscal 1990 to determine the minimum service requirement or MSR survival rates from MSR-1 to MSR+2. The starting inventory for each group is determined by counting the number of aviators on active duty at the end of the initial year (i.e., for MSR-1, the end of fiscal 1987 for YG 82). The aviators in this cohort are then tracked until the end of the final year (i.e., for MSR+2, the end of fiscal 1992 for YG 82). The continuation rate is the inventory at YOS 8 divided by the starting inventory.

## C. CRITIQUE

Continuation rates reflect the outflow of manpower from a community. Difficulties in accurately measuring continuation rates arise due to manpower "turbulence," which results from the following cohort inflows and outflows:

1. Lateral ins - Lateral transfer of a non-aviator to an aviator designator.
2. Lateral outs - Lateral transfer of an aviator to a non-aviator designator.
3. Accessions - Those not on active duty the previous year (i.e., interservice transfer of an aviator or return to active duty).
4. Year group ins - Change of year group.
5. Year group outs - Change of year group.
6. Attrition - Those leaving the Navy.

Inflows result in the ending inventory for one fiscal year not corresponding to the inventory at the beginning of the following year. This leads to a difference in calculated gross and net continuation rates. Continuation rates based on the gross flow are generally lower than rates based on net flows and tend to exaggerate attrition. As the amount of

turbulence in the data increases, the difference between gross and net continuation rates increases. (Cymrot, 1988) The following example illustrates the problem:

| Gross CR | Net CR |
|---|---|
| Fiscal 1992 Beginning Inventory = 100 | Fiscal 1992 Beginning Inventory = 100 |
| Fiscal 1992 Ending Inventory = 90 | Fiscal 1993 Beginning Inventory = 95 |
| Gross CR = 90 percent | Net CR = 95 percent |

Manpower planners and policymakers need to be aware of these differences and apply the appropriate rates to each situation. Cymrot (1988) concludes that, when continuation is used as an indicator of total inventory, inflows should be included in the calculation of endstrength. If the continuation rate is being used to measure the response of separation to policy changes, then the tracking of initial inventories (net CR) is a more accurate measure of continuation.

The inherent flaw with the CCR and MSR measures is that they do not take account of policies that are designed to alter retention. The potential failure to adjust in the CCR for changes in the MSR is a good example of this. The effects of aviator bonuses, voluntary and involuntary separation programs, and other policies are impounded in the rates. Although it is generally agreed that these policies affect the observed rates, policymakers and manpower planners are left conjecturing about the influence of such policies and the underlying retention rates.

## D. BASELINE CONTINUATION RATES

Baseline continuation rates are defined as a set of continuation rates that would exist in the absence of any policies introduced to accomplish the downsizing. Forecasted baseline rates can be compared with the actual continuation rates during the downsizing to estimate the aggregate effect of the various downsizing policies on aviator continuation

rates. Thus, the underlying continuation rate is the difference between the predicted baseline and the actual rates during the downsizing period.

Two alternative methods to calculate the baseline rate can be employed: (a) net continuation rates for a specific year, and (b) the average of the net continuation rates for a group of years (Cymrot, 1989). Net continuation rates are the ratios of the inventories of each year group at the end of one year to the inventories at the end of the previous year. Each method has its advantages and disadvantages. Utilizing historical rates from a single year will account for current economic conditions, but may exaggerate the influence of a single factor or event. The advantage of taking the average of rates over several years is that long-term trends may be more readily identified. The main disadvantage is that economic conditions that have since changed may bias the calculated results.

The baseline rates calculated in Table 2.2 for fiscal 1987 show that the greatest pilot losses occurred during YOS 6 through 8. An increase in the MSR to seven years would only delay the majority of attrition by two years. Cymrot (1989) concludes that increasing the MSR to seven years has no impact on the percentage of pilots remaining through YOS 11.

## E. SUMMARY

The literature reviewed provided a number of alternative methods and approaches that have been used to determine continuation (retention) rates for Naval aviators. The variation in acceptable methods for computing continuation rates indicates the difficulty in clearly defining the continuation rate for a specific situation. By accurately determining the appropriate continuation rate, policy-driven influences can be measured and controlled, resulting in underlying survival rates that more accurately reflect voluntary retention decisions of Naval aviators during the force downsizing. This will be attempted in the following chapter.

Table 2.2 Baseline Continuation Rates by Years of Service

| Year of Service | Fiscal 1987 | Fiscal 1984-87(Average) |
|---|---|---|
| 1 | .87 | .87 |
| 2 | .98 | .98 |
| 3 | .99 | .99 |
| 4 | .99 | .99 |
| 5 | .98 | .97 |
| 6 | .82 | .88 |
| 7 | .74 | .76 |
| 8 | .78 | .79 |
| 9 | .89 | .90 |
| 10 | .88 | .89 |
| 11 | .85 | .91 |
| 12 | .92 | .94 |
| 13 | .93 | .96 |
| 14 | .94 | .97 |
| 15 | .94 | .98 |

Source: Cymrot ,1989.

# III. METHODOLOGY

A major component of this research was the design and construction of a unique data base. Historical research has focused primarily on individual data; however, this study analyzes "grouped" data for which there was no existing data base. The resultant analytical data base created for this study will provide future research with a data base better suited to analyze aviator continuation rates.

## A. INDIVIDUAL DATA

The database utilized in this study was created from the Officer Master File (OMF) maintained by the Defense Manpower Data Center (DMDC). The OMF contained information on commissioning date, officer designator, loss code, additional qualifying designators (AQDs), Aviation Continuation Program (ACP) participation, and minimum service requirement (MSR). From these data, separate files were created for each of fifteen different fiscal years during the period 1977 to 1993. However, data were missing for fiscal years 1980 and 1983. The database that resulted from merging these fiscal year files contained observations on 16,626 Naval Aviators from year groups 1960 through 1993. Several constraints were placed on the database.

First, only active duty and active-reserve Naval Aviators were included in the files (designators 1310, 1315, 1320, and 1325). Next, in order to include only aviators who were eligible to make the stay-leave decision, those still obligated under their minimum service requirement during a given year were omitted. Also omitted, were any observations with a Stop-Loss indicator equal to one. This denoted individuals whose normal separation was delayed due to Desert Shield/Desert Storm. Finally, observations with a Separation Code Designator (SPD) that indicated reason for separation as being "other than voluntary" were discarded in order to include only aviators who were able to make a voluntary decision. After applying these filters, 14,580 observations were available for analysis.

## B. COHORT DATA

A SAS program, coded to determine cohort beginning inventory and ending inventory was run for each fiscal year. Frequency tables were created for each year group by aviator "type" (jet pilot, helicopter pilot, propeller pilot, jet Naval Flight Officer, and propeller Naval Flight Officer). The first set of tables recorded beginning inventories by including all aviators present at the beginning and end of the fiscal year. The ending inventories were calculated by deleting any observation with an SPD. This process resulted in the dataset containing only aviators still remaining at the end of the corresponding fiscal year. Cohort continuation rates (CRs) were calculated by taking the cohort ending inventory and dividing it by the cohort beginning inventory. CRs were calculated for each fiscal year by year group and by aviator type. This resulted in 1,937 aviator cohort continuation rates (Appendix A).

A grouped data file was created using the aviator cohort continuation rates. Each cohort CR was defined as a separate observation in the new dataset. Each observation represents a separate fiscal year, year group, and aviator type. Variables of interest relevant to each observation were then created using fields from the OMF and external information. Annual unemployment data from the Bureau of Labor Statistics and reserve officer augmentation rates as reported by the Aviation Community Manager were created for each cell in the grouped data set. Any observations with a CR equal to 0 or from a year group that was still under MSR was discarded. The final grouped dataset contained 1,552 observations, representing aviator cohorts (year group 60 to 87) by aviator type for fiscal 1977 to 1993. The data represent continuation rates for each of these cells.

## C. MODEL SPECIFICATION

The analysis focused on the effect of downsizing policies on aviator cohort continuation rates. The relationship of various downsizing policies to the continuation rate of aviators was specified by the following Ordinary Least Squares (OLS) multivariate regression model:

$$CR_i = \alpha_0 + B_1 ACP + B_2 VSI/SSB + B_3 IRAD + B_4 MSR2 + B_5 MSR3 + B_6 UNEMP + U$$

where, CR is the continuation rate for cell $i$, $\alpha$ is the intercept term, and the B's represent the coefficients of the variables in the equation to be estimated. The model is estimated using weighted least squares. Weights are used to account for the large variation in cell size across observations and to avoid heteroscedasticity.

The dependent variable, CR, is a continuous variable representing the continuation rate for a given cell. The independent variables are defined as follows:

1. *ACP* is the number of aviation continuation bonuses available to a cohort, defined as a percentage of the cohort;

2. *VSI/SSB* is the percentage of a cell that meets the eligibility requirements for the voluntary separation incentive (VSI) or special separation bonus (SSB);

3. *IRAD* is a dummy variable that captures the effect of the Involuntary Reduction in Active Duty (IRAD) policy[1];

4. *MSR2* is a dummy variable for aviators in the period MSR, MSR obligation completed, to MSR+2, two years since the completion of MSR obligation(1 = yes, 0 = no);

5. *MSR3* is a dummy variable for MSR+3 to MSR+5 (1 = yes, 0 = no);

6. *UNEMP* is the annual unemployment rate as reported by the Bureau of Labor Statistics. The error term is represented by *U*. Appendix B contains the mean values for each model variable.

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[1] Since the IRAD policy is a function of reserve augmentation rates and these rates generally affect only those in YOS 6 through YOS 11, and then, only that portion of the cohort that are reserves, the value of .30 was assumed to be the average percentage of reserves in each cohort. This value was applied only to cohorts with YOS 6 through YOS 11.

The expected or hypothesized direction (sign) of the relationships between the independent variables and the continuation rate is as follows:

1. ACP is hypothesized to have a positive effect on the continuation rate of both pilots and NFOs. Historically, the policy of offering monetary incentives to aviators to curtail projected manpower shortages has been successful. Theoretically, then, the assumption can be made that the greater the number of bonuses offered, the greater the continuation rate will be.

2. VSI/SSB is theorized to be negatively related to retention (continuation) for both groups. This voluntary downsizing policy is similar to *ACP*, but opposite in its intent. In this case, a monetary incentive is offered to increase separations, and should result in a decrease in CR.

3. *IRAD*, an involuntary downsizing policy, was the product of abnormally low augmentation rates for reserve aviators.[2] This policy resulted in the separation of an aviator if he/she failed to augment. Because it is a decrease in the norm, IRAD is hypothesized to have a negative impact on the continuation rates of pilots and NFOs.

4. *MSR2* is expected to have a negative relationship with both groups since it captures the period of time that historically accounts for the greatest manpower losses. The *MSR3* variable is theorized to be positively related to continuation. Historically, once individuals have survived through MSR+2, the relationship between years of service and the continuation rate becomes positive (see the calculated CRs in Appendix A).

5. *UNEMP* is a theoretically relevant environmental variable hypothesized to have an inverse relationship with the continuation rate. It is included in the analysis to investigate the statistical significance and magnitude of the effect of civilian employment conditions.

Seven separate OLS models were estimated, one for pilots, one for NFOs, and one for each respective community (jet, prop, helo, jet nfo, prop nfo). Separate models were run due to the sizable differences in retention behavior between pilots and NFOs, and between aviation communities that have been observed in prior studies (Cymrot, 1987).

[2] Augmentation rates for 1993, as reported by the Aviation Community Manager, were 21 percent for pilots and 15 percent for NFOs.

# IV. STATISTICAL RESULTS

Results of estimating the weighted OLS models are presented in Tables 4.1 through 4.7. Results for each OLS equation (table) are first summarized. Based on the a priori hypothesized effects of the explanatory variables, a one-tail test of significance is used to test the significance of the regression coefficients (Gujarati, 1988). Following the summaries, each explanatory variable is examined by comparing the expected results and observed outcome of the models.

## A. RESULTS OF ESTIMATING OLS MODELS FOR ALL PILOTS COMBINED AND NFOS COMBINED

### 1. The Pilot Model

Table 4.1 displays the results from a combined OLS model for all three pilot communities (jet, helo, prop). The ACP variable and time-since-MSR variables (MSR2 and MSR3) are all statistically significant for this combined model. The VSI/SSB is not statistically significant, and the positive sign is the opposite of the hypothesized negative relationship. This result occurred in all subsequent models and is discussed further in section C. The IRAD variable is also statistically insignificant; however, its sign is negative, as hypothesized. The unemployment variable also was not statistically significant in this model.

### 2. The NFO Model

Table 4.2 displays the results from an OLS model of NFO communities including both prop and jet aircraft types. The ACP and time-since-MSR variables are significant, as they were in the pilot model. Again, the remaining variables were not statistically significant. The different results (opposite signs for MSR2) between the two models is explained by the historically observed differences in retention behavior between pilots and NFOs (Cymrot, 1987).

Table 4.1 OLS Results for Pilots

**MODEL 1 CR PILOT**

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 15.12 | 2.048* |
| VSI/SSB | 5.92 | 0.884 |
| IRAD | -3.79 | -0.746 |
| MSR2 | -7.80 | -2.909* |
| MSR3 | 11.14 | 3.694* |
| UNEMP | -0.40 | -0.412 |
| CONSTANT | 88.56 | 13.763 |
| Rsq. = .034<br>n = 932 | F = 5.43* | *Sig. at .05 |

Table 4.2 OLS Results for NFOs

**MODEL 2 CR NFO**

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 18.92 | 2.508* |
| VSI/SSB | 4.83 | 0.838 |
| IRAD | -5.39 | -1.253 |
| MSR2 | 5.44 | 1.954* |
| MSR3 | 10.94 | 3.852* |
| UNEMP | -0.79 | -0.857 |
| CONSTANT | 88.65 | 14.492 |
| Rsq. = .0431<br>n = 623 | F = 4.629* | *Sig. at .05 |

## B. RESULTS OF ESTIMATING SEPARATE OLS MODELS BY AIRCRAFT TYPE

### 1. Jet Pilots

Table 4.3 summarizes the OLS results using the grouped data for jet pilots. The ACP and IRAD variables were not statistically significant; however, the signs of the coefficients were positive and negative, respectively, as hypothesized. MSR2 and MSR3 were both significant with the expected signs. The remaining variables were not statistically significant.

Table 4.3 OLS results for Jet Pilots

MODEL 3 CR JET PILOT

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 14.46 | 0.834 |
| VSI/SSB | 1.70 | 0.108 |
| IRAD | -4.97 | -0.443 |
| MSR2 | -12.16 | -2.009* |
| MSR3 | 16.88 | 2.252* |
| UNEMP | -0.89 | -0.387 |
| CONSTANT | 93.63 | 6.142 |
| Rsq. = .0394<br>n = 310 | F = 2.10* | *Sig. at .05 |

### 2. Helo Pilots

Table 4.4 summarizes the OLS results for helicopter pilots. ACP and MSR3 were statistically significant for helo pilots. The IRAD variable was insignificant, but displayed the hypothesized sign. Although the MSR2 variable was also insignificant, it should be noted that the sign of the coefficient was positive, which was not expected.

Table 4.4 OLS Results for Helo Pilots

MODEL 4 CR HELO PILOT

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 20.01 | 1.783* |
| VSI/SSB | 9.44 | 0.952 |
| IRAD | -4.40 | -0.533 |
| MSR2 | 5.01 | 1.109 |
| MSR3 | 12.06 | 2.797* |
| UNEMP | -1.04 | -0.727 |
| CONSTANT | 89.08 | 9.427 |
| Rsq. = .0457<br>n = 310 | F = 2.428* | *Sig. at .05 |

### 3. Prop Pilots

Table 4.5 summarizes the OLS results for prop pilots. ACP, MSR2, MSR3, and UNEMP were all statistically significant with the expected signs. VSI/SSB and IRAD were not statistically significant.

Table 4.5 OLS Results for Prop Pilots

MODEL 5 CR PROP PILOT

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 7.12 | 1.667* |
| VSI/SSB | 5.94 | 1.479 |
| IRAD | 0.03 | 0.010 |
| MSR2 | -16.08 | -11.029* |
| MSR3 | 3.11 | 1.852* |
| UNEMP | 1.46 | 2.508* |
| CONSTANT | 78.27 | 20.519 |
| Rsq. = .3548<br>n = 310 | F = 27.86* | *Sig. at .05 |

### 4. Prop NFOs

Table 4.6 summarizes the OLS results for prop NFOs. The ACP and MSR3 variables were statistically significant, and had the hypothesized signs. The remaining explanatory variables were not statistically significant.

Table 4.6 OLS Results for Prop NFOs

MODEL 6 CR PROP NFO

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 17.73 | 2.014* |
| VSI/SSB | 1.94 | 0.316 |
| IRAD | -3.50 | -0.711 |
| MSR2 | 4.63 | 1.486 |
| MSR3 | 9.74 | 3.038* |
| UNEMP | -0.43 | -0.401 |
| CONSTANT | 87.29 | 12.446 |
| Rsq. = .0538<br>n = 311 | F = 2.89* | *Sig. at .05 |

### 5. Jet NFOs

Table 4.7 summarizes the OLS results for jet NFOs. The ACP and MSR3 variables were statistically significant. The remaining variables were not statistically significant. As with helo pilots, the MSR2 coefficient had a positive sign, which was contrary to expectations.

Table 4.7 OLS Results for Jet NFOs

MODEL 7 CR JET NFO

| VARIABLE | COEFF | t-VALUE |
|---|---|---|
| ACP | 20.49 | 1.67* |
| VSI/SSB | 8.13 | 0.787 |
| IRAD | -7.25 | -1.023 |
| MSR2 | 6.20 | 1.315 |
| MSR3 | 12.16 | 2.557* |
| UNEMP | -1.16 | -0.762 |
| CONSTANT | 90.00 | 8.918 |
| Rsq. = .0396<br>n = 311 | F = 2.10* | *Sig. at .05 |

## C. DISCUSSION OF THE EFFECTS OF THE EXPLANATORY VARIABLES

### 1. Aviation Continuation Pay Program (ACP)

The ACP program variable, *ACP*, was statistically significant in the combined pilot and NFO models, with the coefficient indicating a direct relationship between the number of bonuses available and the grouped fiscal year continuation rates for pilots and NFOs. This result supports the hypothesized relationship. When the models were run separately for aircraft type, the ACP variable was significant in all models with the exception of jet pilots. This outcome indicates that an increase in the number of bonuses available to a community significantly increases the continuation rate of that community, averaged over year group and fiscal year.

### 2. Voluntary Separation Incentive Program (VSI)

*VSI/SSB* was statistically insignificant in all models but with a positive coefficient instead of the hypothesized negative value. This may be explained by the fact that this policy was targeted to a very small group of officers. It affected only 534 aviators (3.7 percent of dataset) and in only one fiscal year (1993). Also, the omission of other variables that influence CR and interact with *VSI/SSB* (i.e., years of service) will result in an upward bias of the *VSI/SSB* variable.

### 3. Involuntary Reduction in Active Duty Policy (IRAD)

The IRAD policy variable, *IRAD*, was not statistically significant in any model. This may be due to the small percentage of cohorts in the dataset affected by the IRAD (YG82 to YG87) and by the assumption that only 30 percent of those cohorts are affected. However, the signs of the coefficients were negative, as hypothesized. The results indicate that, with the IRAD policy in effect there is an observed decrease in the continuation rate.

### 4. MSR2

Having time in service between MSR0 and MSR+2 was significant for jet and prop pilots only. The results indicate a significant difference in retention behavior

between pilots and NFOs, and between fixed wing and helicopter communities. For helo pilots and NFOs, not only was this variable insignificant, but the sign of the coefficient was positive. The historically large losses of aviators during this period of time are probably best attributed to the substantially larger separation rates in the jet and prop pilot communities due to the draw of the commercial airline industry. Having specialized skills with severely limited civilian applicability, helo pilots and NFOs are less apt than fixed wing pilots to separate at this time.

#### 5. MSR3

For both pilots and NFOs, being at the career point between MSR+3 and MSR+5 (approximately equal to YOS 9-11) is a significant factor explaining continuation. There is a direct relationship, indicating that, as time-since-MSR increases beyond the MSR2 period, the continuation rate will increase, as hypothesized.

#### 6. Civilian Unemployment

The annual civilian unemployment variable was significant only in the model for prop pilots. The coefficient indicates a direct relationship between the annual unemployment rate and the continuation rate of prop pilots. The fact that the skills required for flying multi-engine propeller aircraft and commercial airline aircraft are similar, results in prop pilots being a major source of new hires for the airline industry. Although jet pilots also fly fixed-wing aircraft, there is a significant difference in aircraft type, thus it is not as easy for jet pilots to transfer their skills to the commercial airline industry. As annual unemployment increases, it is be assumed that airline hiring rates are lower, resulting in fewer prop pilots separating.

### D. GOODNESS-OF-FIT OF THE OLS MODELS

The model $R^2$, defined as the coefficient of determination, is one measure of the goodness-of-fit of a regression model. Specifically, it measures the proportion of the total variation in the dependent variable (CR) explained by the regression model. The $R^2$ for each model is displayed in Tables 4.1 through 4.7. The low $R^2$ values of the models are a function of attempting only to measure the effect of various policies on the continuation

rate. The models probably suffer from specification bias because they omit some important factors that determine retention behavior (e.g., commercial airline hiring rates).

The F-value of the model is a measure of the overall significance of the estimated regression. It tests the null hypothesis that all of the estimated coefficients are jointly equal to zero. The calculated F-value for each model is displayed in Tables 4.1 through 4.7. The calculated F-value of each model is compared to the critical F-statistic of 2.10 (at the .05 level of significance). A calculated value greater than the critical value indicates that the null hypothesis can be rejected. Thus, despite the low $R^2$ values, the models are a significant improvement in explaining the variation in CR.

## V. CONCLUSIONS

This thesis examines the relationship between various Navy downsizing policies introduced in the early 1990's and the continuation rate of Naval aviators. A unique database was developed for the analysis and will provide future retention research with the "grouped" data necessary to study aviator continuation rates. The analysis found that a statistically significant positive relationship exists between an increase in the amount of ACP bonuses and the continuation rate, within the pilot and NFO communities. Specifically, the study found that increasing the bonuses to the pilot community by one percent would increase the pilot continuation rate by 17.66 percent. At the same time, increasing the percentage of bonuses available to the NFO community by one percent would increase the NFO continuation rate by 20.68 percent. The VSI/SSB and IRAD downsizing policies were found to be statistically insignificant. The following list summarizes the estimated effect of the bonus on the pilot and NFO communities:

1. Jet pilot: a one percent increase in bonuses available to jet pilots resulted in a 15.7 percent increase in the jet pilot mean CR.

2. Helo pilot: a one percent increase in bonuses available to helo pilots resulted in a 21.7 percent increase in the helo pilot mean CR.

3. Prop pilot: a one percent increase in bonuses available to prop pilots resulted in a 8.1 percent increase in the prop pilot mean CR.

4. Jet NFO: a one percent increase in bonuses available to jet NFOs resulted in a 22.2 percent increase in the jet NFO mean CR.

5. Prop NFO: a one percent increase in bonuses available to prop NFOs resulted in a 19.6 percent increase in the prop NFO mean CR.

By isolating the effects of the various downsizing policies, estimated adjustments can now be applied to the historical rates to identify the "true" underlying retention rates. The following example illustrates the adjustment process. The CR for pilots in year group 85 for fiscal 1993 was 71.53 percent (see CRs in Appendix A). The variable ACP

estimated coefficient from the pilot model is 15.12. Since the bonus increases retention, the adjustment is made by subtracting the coefficient value from the calculated rate. This results in an adjusted CR of 56.41 percent. The next adjustment is applied for the IRAD policy. Since the IRAD decreased normal retention, the adjustment is now made by adding the estimated coefficient value (3.79) to the CR of 56.41. The adjusted CR is now 60.2 percent. Because of the problems encountered in the model with the VSI/SSB variable, the adjustment for this policy was made by removing VSI/SSB takers from the 85 pilot cohort and then calculating the rate. This resulted in a 12.32 percent increase in the rate. Applying this adjustment to the ACP and IRAD adjusted CR of 60.2, resulted in the underlying baseline CR of 67.62. As can be seen the underlying retention rate is lower than the unadjusted reported rate of 71.53. This process can be applied to other cohorts in the same manner and the adjusted continuation rates can be used to calculate adjusted CCRs or MSR survival rates that will provide manpower planners and policymakers with the "true" underlying retention rate and an indicator of various downsizing policy effects.

## A. SPECIFICATION BIAS

The omission of relevant variables in specifying the model may result in bias. Environmental variables, such as airline hiring rates and military/civilian pay ratios among other things, would also influence the continuation rate. The omission of these "influential" variables from the model specification would theoretically bias the resultant coefficient values. The consequences of omitting a relevant variable are as follows:

1. If the left out variable is correlated with the VSI/SSB variable, the estimated coefficients of the model will be biased as well as inconsistent.

2. The usual confidence interval and hypotheses testing procedures are likely to give misleading conclusions about the statistical significance of the estimated parameters.

3. The VSI/SSB variable will represent not only its direct effect on CR but also its indirect effect (via the omitted relevant variable) on CR. (Gujarati, 1988)

## B. RECOMMENDATIONS

Future research should continue by adding new data to the file as the downsizing progresses. This will enable the model to be further refined. The model should also be expanded by adding the "environmental" variables mentioned above. The model should also be run at the level of the aviation subcommunity (i.e., VF, VA, HSL, VS, etc.), since this is the point at which the bonus is applied. Finally, the cohort database developed for this research should be merged with the OMF individual data to specify and estimate a retention model for aviators on individual data.

## C. SUMMARY

Monitoring and correctly interpreting trends in aviator retention, along with understanding the impact of Navy policies, is a critical manpower function. This analysis identifies the statistical relationships between the various downsizing policies and the underlying voluntary survival rate of Naval aviators. This information provides manpower planners and policymakers with adjusted continuation rates that should enable a more accurate and reliable forecast of future aviator retention. Ultimately, this information should also provide a more refined force-shaping tool for determining and implementing effective aviator retention policies.

# APPENDIX A. COHORT CONTINUATION RATES[3]

[3]Voluntary Rates; Involuntary Separations and Obligated Service Restricted Out; other restrictions noted in text.

| Fy93 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 92 | 27 | 27 | 1.0000 | 9 | 9 | 1.0000 | 19 | 19 | 1.0000 | 55 | 55 | 1.0000 |
| 91 | 80 | 80 | 1.0000 | 9 | 9 | 1.0000 | 44 | 43 | 0.9773 | 133 | 132 | 0.9925 |
| 90 | 57 | 56 | 0.9825 | 30 | 29 | 0.9667 | 57 | 57 | 1.0000 | 144 | 142 | 0.9861 |
| 89 | 38 | 37 | 0.9737 | 34 | 34 | 1.0000 | 28 | 28 | 1.0000 | 100 | 99 | 0.9900 |
| 88 | 36 | 32 | 0.8889 | 33 | 33 | 1.0000 | 21 | 21 | 1.0000 | 90 | 86 | 0.9556 |
| 87 | 107 | 102 | 0.9533 | 67 | 65 | 0.9701 | 96 | 90 | 0.9375 | 270 | 257 | 0.9519 |
| 86 | 280 | 253 | 0.9036 | 287 | 248 | 0.8641 | 331 | 252 | 0.7613 | 898 | 753 | 0.8385 |
| 85 | 188 | 143 | 0.7606 | 273 | 216 | 0.7912 | 245 | 146 | 0.5959 | 706 | 505 | 0.7153 |
| 84 | 106 | 83 | 0.7830 | 91 | 69 | 0.7582 | 105 | 90 | 0.8571 | 302 | 242 | 0.8013 |
| 83 | 101 | 86 | 0.8515 | 63 | 52 | 0.8254 | 121 | 106 | 0.8760 | 285 | 244 | 0.8561 |
| 82 | 77 | 74 | 0.9610 | 85 | 74 | 0.8706 | 138 | 128 | 0.9275 | 300 | 276 | 0.9200 |
| 81 | 84 | 82 | 0.9762 | 51 | 51 | 1.0000 | 135 | 126 | 0.9333 | 270 | 259 | 0.9593 |
| 80 | 39 | 39 | 1.0000 | 23 | 21 | 0.9130 | 116 | 107 | 0.9224 | 178 | 167 | 0.9382 |
| 79 | 24 | 22 | 0.9167 | 48 | 43 | 0.8958 | 133 | 131 | 0.9850 | 205 | 196 | 0.9561 |
| 78 | 17 | 16 | 0.9412 | 27 | 24 | 0.8889 | 170 | 165 | 0.9706 | 214 | 205 | 0.9579 |
| 77 | 16 | 16 | 1.0000 | 23 | 22 | 0.9565 | 160 | 152 | 0.9500 | 199 | 190 | 0.9548 |
| 76 | 10 | 9 | 0.9000 | 9 | 7 | 0.7778 | 92 | 88 | 0.9565 | 111 | 104 | 0.9369 |
| 75 | 18 | 18 | 1.0000 | 19 | 19 | 1.0000 | 186 | 174 | 0.9355 | 223 | 211 | 0.9462 |
| 74 | 24 | 16 | 0.6667 | 23 | 17 | 0.7391 | 225 | 190 | 0.8444 | 272 | 223 | 0.8199 |
| 73 | 18 | 8 | 0.4444 | 23 | 16 | 0.6957 | 168 | 109 | 0.6488 | 209 | 133 | 0.6364 |
| 72 | 10 | 3 | 0.3000 | 14 | 13 | 0.9286 | 117 | 83 | 0.7094 | 141 | 99 | 0.7021 |
| 71 | 5 | 2 | 0.4000 | 3 | 2 | 0.6667 | 80 | 60 | 0.7500 | 88 | 64 | 0.7273 |
| 70 | 4 | 3 | 0.7500 | 7 | 6 | 0.8571 | 104 | 83 | 0.7981 | 115 | 92 | 0.8000 |
| 69 | 3 | 2 | 0.6667 | 12 | 8 | 0.6667 | 114 | 78 | 0.6842 | 129 | 88 | 0.6822 |
| 68 | 2 | 2 | 1.0000 | 5 | 4 | 0.8000 | 77 | 47 | 0.6104 | 84 | 53 | 0.6310 |
| 67 | 2 | 0 | - | 2 | 0 | - | 80 | 49 | 0.6125 | 84 | 49 | 0.5833 |
| 66 | 0 | 0 | - | 7 | 6 | 0.8571 | 56 | 28 | 0.5000 | 63 | 34 | 0.5397 |
| 65 | 0 | 0 | - | 2 | 1 | 0.5000 | 24 | 16 | 0.6667 | 26 | 17 | 0.6538 |
| 64 | 1 | 0 | - | 3 | 2 | 0.6667 | 25 | 18 | 0.7200 | 29 | 20 | 0.6897 |
| 63 | 0 | 0 | - | 0 | 0 | - | 13 | 7 | 0.5385 | 13 | 7 | 0.5385 |
| 62 | 0 | 0 | - | 1 | 1 | 1.0000 | 13 | 9 | 0.6923 | 14 | 10 | 0.7143 |
| 61 | 0 | 0 | - | 0 | 0 | - | 4 | 4 | 1.0000 | 4 | 4 | 1.0000 |
| 60 | 0 | 0 | - | 0 | 0 | - | 7 | 6 | 0.8571 | 7 | 6 | 0.8571 |
| | 1374 | 1211 | | 1283 | 1101 | | 3304 | 2710 | | 5961 | 5022 | |

| Fy93 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | JET | | | PROP | | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 92 | 0 | 0 | - | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 |
| 91 | 9 | 9 | 1.0000 | 26 | 26 | 1.0000 | 35 | 35 | 1.0000 |
| 90 | 23 | 23 | 1.0000 | 41 | 39 | 0.9512 | 64 | 62 | 0.9688 |
| 89 | 33 | 33 | 1.0000 | 24 | 24 | 1.0000 | 57 | 57 | 1.0000 |
| 88 | 9 | 7 | 0.7778 | 28 | 28 | 1.0000 | 37 | 35 | 0.9459 |
| 87 | 58 | 58 | 1.0000 | 131 | 126 | 0.9618 | 189 | 184 | 0.9735 |
| 86 | 177 | 159 | 0.8983 | 225 | 186 | 0.8267 | 402 | 345 | 0.8582 |
| 85 | 202 | 122 | 0.6040 | 249 | 173 | 0.6948 | 451 | 295 | 0.6541 |
| 84 | 133 | 91 | 0.6842 | 177 | 131 | 0.7401 | 310 | 222 | 0.7161 |
| 83 | 92 | 78 | 0.8478 | 172 | 148 | 0.8605 | 264 | 226 | 0.8561 |
| 82 | 60 | 54 | 0.9000 | 123 | 119 | 0.9675 | 183 | 173 | 0.9454 |
| 81 | 59 | 58 | 0.9831 | 150 | 140 | 0.9333 | 209 | 198 | 0.9474 |
| 80 | 47 | 44 | 0.9362 | 174 | 163 | 0.9368 | 221 | 207 | 0.9367 |
| 79 | 24 | 21 | 0.8750 | 160 | 154 | 0.9625 | 184 | 175 | 0.9511 |
| 78 | 17 | 16 | 0.9412 | 127 | 118 | 0.9291 | 144 | 134 | 0.9306 |
| 77 | 19 | 19 | 1.0000 | 127 | 117 | 0.9213 | 146 | 136 | 0.9315 |
| 76 | 11 | 11 | 1.0000 | 82 | 73 | 0.8902 | 93 | 84 | 0.9032 |
| 75 | 15 | 12 | 0.8000 | 146 | 131 | 0.8973 | 161 | 143 | 0.8882 |
| 74 | 16 | 14 | 0.8750 | 154 | 106 | 0.6883 | 170 | 120 | 0.7059 |
| 73 | 18 | 13 | 0.7222 | 125 | 80 | 0.6400 | 143 | 93 | 0.6503 |
| 72 | 9 | 4 | 0.4444 | 55 | 30 | 0.5455 | 64 | 34 | 0.5313 |
| 71 | 7 | 3 | 0.4286 | 65 | 42 | 0.6462 | 72 | 45 | 0.6250 |
| 70 | 0 | 0 | - | 56 | 35 | 0.6250 | 56 | 35 | 0.6250 |
| 69 | 5 | 3 | 0.6000 | 39 | 20 | 0.5128 | 44 | 23 | 0.5227 |
| 68 | 5 | 2 | 0.4000 | 19 | 12 | 0.6316 | 24 | 14 | 0.5833 |
| 67 | 1 | 1 | 1.0000 | 16 | 9 | 0.5625 | 17 | 10 | 0.5882 |
| 66 | 0 | 0 | - | 20 | 11 | 0.5500 | 20 | 11 | 0.5500 |
| 65 | 0 | 0 | - | 4 | 3 | 0.7500 | 4 | 3 | 0.7500 |
| 64 | 0 | 0 | - | 4 | 3 | 0.7500 | 4 | 3 | 0.7500 |
| 63 | 0 | 0 | - | 5 | 2 | 0.4000 | 5 | 2 | 0.4000 |
| 62 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 61 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 60 | 0 | 0 | - | 2 | 1 | 0.5000 | 2 | 1 | 0.5000 |
| | 1049 | 855 | | 2727 | 2251 | | 3776 | 3106 | |

| Fy92 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 91 | 5 | 5 | 1.0000 | 5 | 5 | 1.0000 | 8 | 8 | 1.0000 | 18 | 18 | 1.0000 |
| 90 | 11 | 10 | 0.9091 | 2 | 2 | 1.0000 | 8 | 8 | 1.0000 | 21 | 20 | 0.9524 |
| 89 | 16 | 16 | 1.0000 | 29 | 29 | 1.0000 | 18 | 18 | 1.0000 | 63 | 63 | 1.0000 |
| 88 | 20 | 20 | 1.0000 | 18 | 18 | 1.0000 | 7 | 7 | 1.0000 | 45 | 45 | 1.0000 |
| 87 | 30 | 30 | 1.0000 | 41 | 40 | 0.9756 | 31 | 30 | 0.9677 | 102 | 100 | 0.9804 |
| 86 | 183 | 175 | 0.9563 | 94 | 84 | 0.8936 | 205 | 173 | 0.8439 | 482 | 432 | 0.8963 |
| 85 | 213 | 178 | 0.8357 | 326 | 254 | 0.7791 | 299 | 235 | 0.7860 | 838 | 667 | 0.7959 |
| 84 | 127 | 97 | 0.7638 | 109 | 85 | 0.7798 | 145 | 102 | 0.7034 | 381 | 284 | 0.7454 |
| 83 | 117 | 109 | 0.9316 | 93 | 60 | 0.6452 | 148 | 111 | 0.7500 | 358 | 280 | 0.7821 |
| 82 | 103 | 103 | 1.0000 | 100 | 83 | 0.8300 | 152 | 143 | 0.9408 | 355 | 329 | 0.9268 |
| 81 | 98 | 98 | 1.0000 | 61 | 57 | 0.9344 | 135 | 130 | 0.9630 | 294 | 285 | 0.9694 |
| 80 | 39 | 39 | 1.0000 | 32 | 28 | 0.8750 | 110 | 107 | 0.9727 | 181 | 174 | 0.9613 |
| 79 | 33 | 32 | 0.9697 | 63 | 60 | 0.9524 | 117 | 113 | 0.9658 | 213 | 205 | 0.9624 |
| 78 | 24 | 23 | 0.9583 | 35 | 34 | 0.9714 | 160 | 155 | 0.9688 | 219 | 212 | 0.9680 |
| 77 | 16 | 16 | 1.0000 | 26 | 26 | 1.0000 | 159 | 154 | 0.9686 | 201 | 196 | 0.9751 |
| 76 | 10 | 9 | 0.9000 | 12 | 11 | 0.9167 | 90 | 90 | 1.0000 | 112 | 110 | 0.9821 |
| 75 | 19 | 19 | 1.0000 | 20 | 19 | 0.9500 | 189 | 182 | 0.9630 | 228 | 220 | 0.9649 |
| 74 | 26 | 25 | 0.9615 | 23 | 23 | 1.0000 | 225 | 218 | 0.9689 | 274 | 266 | 0.9708 |
| 73 | 25 | 23 | 0.9200 | 33 | 27 | 0.8182 | 188 | 157 | 0.8351 | 246 | 207 | 0.8415 |
| 72 | 16 | 14 | 0.8750 | 17 | 14 | 0.8235 | 162 | 116 | 0.7160 | 195 | 144 | 0.7385 |
| 71 | 10 | 7 | 0.7000 | 3 | 2 | 0.6667 | 100 | 77 | 0.7700 | 113 | 86 | 0.7611 |
| 70 | 5 | 5 | 1.0000 | 8 | 8 | 1.0000 | 126 | 103 | 0.8175 | 139 | 116 | 0.8345 |
| 69 | 4 | 3 | 0.7500 | 15 | 14 | 0.9333 | 134 | 113 | 0.8433 | 153 | 130 | 0.8497 |
| 68 | 4 | 2 | 0.5000 | 6 | 5 | 0.8333 | 97 | 81 | 0.8351 | 107 | 88 | 0.8224 |
| 67 | 3 | 1 | 0.3333 | 5 | 4 | 0.8000 | 103 | 86 | 0.8350 | 111 | 91 | 0.8198 |
| 66 | 2 | 0 | 0.0000 | 6 | 6 | 1.0000 | 77 | 54 | 0.7013 | 85 | 60 | 0.7059 |
| 65 | 0 | 0 | 0.0000 | 3 | 1 | 0.3333 | 39 | 24 | 0.6154 | 42 | 25 | 0.5952 |
| 64 | 1 | 0 | 0.0000 | 3 | 3 | 1.0000 | 27 | 24 | 0.8889 | 31 | 27 | 0.8710 |
| 63 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 | 21 | 18 | 0.8571 | 24 | 21 | 0.8750 |
| 62 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 | 14 | 13 | 0.9286 | 15 | 14 | 0.9333 |
| 61 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 5 | 4 | 0.8000 | 5 | 4 | 0.8000 |
| 60 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 7 | 7 | 1.0000 | 7 | 7 | 1.0000 |
| | 1161 | 1060 | | 1191 | 1005 | | 3306 | 2861 | | 5658 | 4926 | |

| Fy92 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 91 | 0 | 0 | - | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 |
| 90 | 18 | 18 | 1.0000 | 17 | 16 | 0.9412 | 35 | 34 | 0.9714 |
| 89 | 11 | 11 | 1.0000 | 5 | 5 | 1.0000 | 16 | 16 | 1.0000 |
| 88 | 5 | 5 | 1.0000 | 20 | 20 | 1.0000 | 25 | 25 | 1.0000 |
| 87 | 11 | 10 | 0.9091 | 52 | 52 | 1.0000 | 63 | 62 | 0.9841 |
| 86 | 92 | 90 | 0.9783 | 114 | 109 | 0.9561 | 206 | 199 | 0.9660 |
| 85 | 213 | 200 | 0.9390 | 255 | 233 | 0.9137 | 468 | 433 | 0.9252 |
| 84 | 165 | 127 | 0.7697 | 203 | 159 | 0.7833 | 368 | 286 | 0.7772 |
| 83 | 113 | 93 | 0.8230 | 202 | 174 | 0.8614 | 315 | 267 | 0.8476 |
| 82 | 79 | 77 | 0.9747 | 146 | 141 | 0.9658 | 225 | 218 | 0.9689 |
| 81 | 69 | 69 | 1.0000 | 168 | 159 | 0.9464 | 237 | 228 | 0.9620 |
| 80 | 49 | 47 | 0.9592 | 179 | 168 | 0.9385 | 228 | 215 | 0.9430 |
| 79 | 29 | 28 | 0.9655 | 164 | 155 | 0.9451 | 193 | 183 | 0.9482 |
| 78 | 21 | 20 | 0.9524 | 126 | 123 | 0.9762 | 147 | 143 | 0.9728 |
| 77 | 21 | 21 | 1.0000 | 131 | 123 | 0.9389 | 152 | 144 | 0.9474 |
| 76 | 13 | 13 | 1.0000 | 84 | 75 | 0.8929 | 97 | 88 | 0.9072 |
| 75 | 13 | 12 | 0.9231 | 156 | 145 | 0.9295 | 169 | 157 | 0.9290 |
| 74 | 16 | 15 | 0.9375 | 167 | 153 | 0.9162 | 183 | 168 | 0.9180 |
| 73 | 24 | 22 | 0.9167 | 156 | 135 | 0.8654 | 180 | 157 | 0.8722 |
| 72 | 13 | 10 | 0.7692 | 73 | 51 | 0.6986 | 86 | 61 | 0.7093 |
| 71 | 8 | 7 | 0.8750 | 78 | 67 | 0.8590 | 86 | 74 | 0.8605 |
| 70 | 0 | 0 | - | 67 | 54 | 0.8060 | 67 | 54 | 0.8060 |
| 69 | 5 | 5 | 1.0000 | 54 | 44 | 0.8148 | 59 | 49 | 0.8305 |
| 68 | 5 | 5 | 1.0000 | 28 | 22 | 0.7857 | 33 | 27 | 0.8182 |
| 67 | 0 | 0 | - | 19 | 14 | 0.7368 | 19 | 14 | 0.7368 |
| 66 | 0 | 0 | - | 30 | 19 | 0.6333 | 30 | 19 | 0.6333 |
| 65 | 0 | 0 | - | 9 | 3 | 0.3333 | 9 | 3 | 0.3333 |
| 64 | 0 | 0 | - | 6 | 4 | 0.6667 | 6 | 4 | 0.6667 |
| 63 | 1 | 1 | 1.0000 | 7 | 7 | 1.0000 | 8 | 8 | 1.0000 |
| 62 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 61 | 0 | 0 | - | 1 | 0 | - | 1 | 0 | - |
| 60 | 0 | 0 | - | 2 | 2 | 1.0000 | 2 | 2 | 1.0000 |
| | 994 | 906 | | 2720 | 2433 | | 3714 | 3339 | |

| Fy91 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 90 | 6 | 5 | 0.8333 | 2 | 1 | 0.5000 | 4 | 4 | 1.0000 | 12 | 10 | 0.8333 |
| 89 | 12 | 12 | 1.0000 | 30 | 30 | 1.0000 | 14 | 14 | 1.0000 | 56 | 56 | 1.0000 |
| 88 | 11 | 11 | 1.0000 | 7 | 7 | 1.0000 | 5 | 5 | 1.0000 | 23 | 23 | 1.0000 |
| 87 | 15 | 15 | 1.0000 | 41 | 41 | 1.0000 | 22 | 19 | 0.8636 | 78 | 75 | 0.9615 |
| 86 | 18 | 18 | 1.0000 | 20 | 20 | 1.0000 | 34 | 32 | 0.9412 | 72 | 70 | 0.9722 |
| 85 | 161 | 145 | 0.9006 | 178 | 150 | 0.8427 | 244 | 172 | 0.7049 | 583 | 467 | 0.8010 |
| 84 | 153 | 129 | 0.8431 | 139 | 100 | 0.7194 | 194 | 122 | 0.6289 | 486 | 351 | 0.7222 |
| 83 | 131 | 111 | 0.8473 | 138 | 85 | 0.6159 | 194 | 127 | 0.6546 | 463 | 323 | 0.6976 |
| 82 | 122 | 114 | 0.9344 | 131 | 96 | 0.7328 | 173 | 150 | 0.8671 | 426 | 360 | 0.8451 |
| 81 | 118 | 113 | 0.9576 | 80 | 70 | 0.8750 | 136 | 124 | 0.9118 | 334 | 307 | 0.9192 |
| 80 | 44 | 42 | 0.9545 | 39 | 35 | 0.8974 | 114 | 105 | 0.9211 | 197 | 182 | 0.9239 |
| 79 | 36 | 34 | 0.9444 | 81 | 71 | 0.8765 | 120 | 107 | 0.8917 | 237 | 212 | 0.8945 |
| 78 | 33 | 25 | 0.7576 | 62 | 49 | 0.7903 | 155 | 144 | 0.9290 | 250 | 218 | 0.8720 |
| 77 | 19 | 19 | 1.0000 | 48 | 42 | 0.8750 | 153 | 145 | 0.9477 | 220 | 206 | 0.9364 |
| 76 | 10 | 9 | 0.9000 | 32 | 26 | 0.8125 | 78 | 76 | 0.9744 | 120 | 111 | 0.9250 |
| 75 | 18 | 18 | 1.0000 | 46 | 43 | 0.9348 | 174 | 165 | 0.9483 | 238 | 226 | 0.9496 |
| 74 | 29 | 25 | 0.8621 | 55 | 52 | 0.9455 | 206 | 196 | 0.9515 | 290 | 273 | 0.9414 |
| 73 | 27 | 23 | 0.8519 | 62 | 54 | 0.8710 | 173 | 159 | 0.9191 | 262 | 236 | 0.9008 |
| 72 | 24 | 22 | 0.9167 | 47 | 40 | 0.8511 | 168 | 143 | 0.8512 | 239 | 205 | 0.8577 |
| 71 | 19 | 12 | 0.6316 | 36 | 30 | 0.8333 | 105 | 68 | 0.6476 | 160 | 110 | 0.6875 |
| 70 | 7 | 5 | 0.7143 | 47 | 45 | 0.9574 | 108 | 95 | 0.8796 | 162 | 145 | 0.8951 |
| 69 | 8 | 6 | 0.7500 | 54 | 50 | 0.9259 | 126 | 107 | 0.8492 | 188 | 163 | 0.8670 |
| 68 | 6 | 4 | 0.6667 | 44 | 37 | 0.8409 | 78 | 68 | 0.8718 | 128 | 109 | 0.8516 |
| 67 | 5 | 3 | 0.6000 | 49 | 46 | 0.9388 | 86 | 75 | 0.8721 | 140 | 124 | 0.8857 |
| 66 | 4 | 3 | 0.7500 | 50 | 46 | 0.9200 | 56 | 42 | 0.7500 | 110 | 91 | 0.8273 |
| 65 | 1 | 1 | 1.0000 | 25 | 20 | 0.8000 | 33 | 24 | 0.7273 | 59 | 45 | 0.7627 |
| 64 | 1 | 1 | 1.0000 | 21 | 17 | 0.8095 | 18 | 12 | 0.6667 | 40 | 30 | 0.7500 |
| 63 | 2 | 1 | 0.5000 | 12 | 10 | 0.8333 | 18 | 14 | 0.7778 | 32 | 25 | 0.7813 |
| 62 | 3 | 3 | 1.0000 | 18 | 12 | 0.6667 | 13 | 10 | 0.7692 | 34 | 25 | 0.7353 |
| 61 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 | 7 | 5 | 0.7143 | 9 | 7 | 0.7778 |
| 60 | 1 | 0 | 0.0000 | 6 | 5 | 0.8333 | 4 | 3 | 0.7500 | 11 | 8 | 0.7273 |
| | 1044 | 929 | | 1602 | 1332 | | 3013 | 2532 | | 5659 | 4793 | |

| Fy91 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 90 | 4 | 4 | 1.0000 | 13 | 13 | 1.0000 | 17 | 17 | 1.0000 |
| 89 | 3 | 2 | 0.6667 | 4 | 4 | 1.0000 | 7 | 6 | 0.8571 |
| 88 | 4 | 4 | 1.0000 | 18 | 18 | 1.0000 | 22 | 22 | 1.0000 |
| 87 | 3 | 3 | 1.0000 | 33 | 32 | 0.9697 | 36 | 35 | 0.9722 |
| 86 | 11 | 11 | 1.0000 | 28 | 28 | 1.0000 | 39 | 39 | 1.0000 |
| 85 | 133 | 126 | 0.9474 | 157 | 148 | 0.9427 | 290 | 274 | 0.9448 |
| 84 | 190 | 172 | 0.9053 | 210 | 194 | 0.9238 | 400 | 366 | 0.9150 |
| 83 | 135 | 112 | 0.8296 | 213 | 185 | 0.8685 | 348 | 297 | 0.8534 |
| 82 | 86 | 83 | 0.9651 | 160 | 146 | 0.9125 | 246 | 229 | 0.9309 |
| 81 | 83 | 80 | 0.9639 | 170 | 163 | 0.9588 | 253 | 243 | 0.9605 |
| 80 | 95 | 58 | 0.6105 | 174 | 171 | 0.9828 | 269 | 229 | 0.8513 |
| 79 | 44 | 40 | 0.9091 | 158 | 151 | 0.9557 | 202 | 191 | 0.9455 |
| 78 | 35 | 33 | 0.9429 | 117 | 114 | 0.9744 | 152 | 147 | 0.9671 |
| 77 | 33 | 31 | 0.9394 | 126 | 123 | 0.9762 | 159 | 154 | 0.9686 |
| 76 | 23 | 23 | 1.0000 | 74 | 70 | 0.9459 | 97 | 93 | 0.9588 |
| 75 | 24 | 23 | 0.9583 | 150 | 141 | 0.9400 | 174 | 164 | 0.9425 |
| 74 | 34 | 30 | 0.8824 | 156 | 146 | 0.9359 | 190 | 176 | 0.9263 |
| 73 | 50 | 48 | 0.9600 | 136 | 124 | 0.9118 | 186 | 172 | 0.9247 |
| 72 | 34 | 31 | 0.9118 | 82 | 68 | 0.8293 | 116 | 99 | 0.8534 |
| 71 | 30 | 24 | 0.8000 | 82 | 68 | 0.8293 | 112 | 92 | 0.8214 |
| 70 | 19 | 16 | 0.8421 | 65 | 54 | 0.8308 | 84 | 70 | 0.8333 |
| 69 | 21 | 17 | 0.8095 | 55 | 47 | 0.8545 | 76 | 64 | 0.8421 |
| 68 | 16 | 14 | 0.8750 | 29 | 19 | 0.6552 | 45 | 33 | 0.7333 |
| 67 | 7 | 6 | 0.8571 | 20 | 18 | 0.9000 | 27 | 24 | 0.8889 |
| 66 | 20 | 14 | 0.7000 | 20 | 18 | 0.9000 | 40 | 32 | 0.8000 |
| 65 | 4 | 1 | 0.2500 | 11 | 6 | 0.5455 | 15 | 7 | 0.4667 |
| 64 | 1 | 1 | 1.0000 | 7 | 5 | 0.7143 | 8 | 6 | 0.7500 |
| 63 | 8 | 5 | 0.6250 | 5 | 5 | 1.0000 | 13 | 10 | 0.7692 |
| 62 | 1 | 0 | - | 2 | 0 | - | 3 | 0 | - |
| 61 | 1 | 0 | - | 1 | 0 | - | 2 | 0 | - |
| 60 | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 |
| | 1153 | 1013 | | 2477 | 2280 | | 3630 | 3293 | |

| Fy90 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 89 | 10 | 10 | 1.0000 | 2 | 2 | 1.0000 | 7 | 7 | 1.0000 | 19 | 19 | 1.0000 |
| 88 | 8 | 8 | 1.0000 | 4 | 4 | 1.0000 | 4 | 4 | 1.0000 | 16 | 16 | 1.0000 |
| 87 | 13 | 13 | 1.0000 | 39 | 39 | 1.0000 | 17 | 16 | 0.9412 | 69 | 68 | 0.9855 |
| 86 | 21 | 21 | 1.0000 | 15 | 15 | 1.0000 | 29 | 28 | 0.9655 | 65 | 64 | 0.9846 |
| 85 | 7 | 6 | 0.8571 | 38 | 37 | 0.9737 | 14 | 13 | 0.9286 | 59 | 56 | 0.9492 |
| 84 | 109 | 103 | 0.9450 | 47 | 31 | 0.6596 | 139 | 102 | 0.7338 | 295 | 236 | 0.8000 |
| 83 | 184 | 157 | 0.8533 | 190 | 127 | 0.6684 | 230 | 152 | 0.6609 | 604 | 436 | 0.7219 |
| 82 | 158 | 137 | 0.8671 | 190 | 133 | 0.7000 | 196 | 137 | 0.6990 | 544 | 407 | 0.7482 |
| 81 | 186 | 173 | 0.9301 | 106 | 91 | 0.8585 | 123 | 111 | 0.9024 | 415 | 375 | 0.9036 |
| 80 | 71 | 70 | 0.9859 | 51 | 44 | 0.8627 | 91 | 89 | 0.9780 | 213 | 203 | 0.9531 |
| 79 | 71 | 70 | 0.9859 | 79 | 76 | 0.9620 | 84 | 82 | 0.9762 | 234 | 228 | 0.9744 |
| 78 | 44 | 42 | 0.9545 | 72 | 58 | 0.8056 | 135 | 127 | 0.9407 | 251 | 227 | 0.9044 |
| 77 | 54 | 51 | 0.9444 | 56 | 46 | 0.8214 | 119 | 116 | 0.9748 | 229 | 213 | 0.9301 |
| 76 | 27 | 26 | 0.9630 | 33 | 30 | 0.9091 | 61 | 61 | 1.0000 | 121 | 117 | 0.9669 |
| 75 | 51 | 48 | 0.9412 | 56 | 53 | 0.9464 | 133 | 127 | 0.9549 | 240 | 228 | 0.9500 |
| 74 | 62 | 60 | 0.9677 | 52 | 52 | 1.0000 | 173 | 167 | 0.9653 | 287 | 279 | 0.9721 |
| 73 | 54 | 50 | 0.9259 | 61 | 56 | 0.9180 | 144 | 135 | 0.9375 | 259 | 241 | 0.9305 |
| 72 | 40 | 38 | 0.9500 | 41 | 41 | 1.0000 | 147 | 142 | 0.9660 | 228 | 221 | 0.9693 |
| 71 | 53 | 43 | 0.8113 | 29 | 26 | 0.8966 | 104 | 83 | 0.7981 | 186 | 152 | 0.8172 |
| 70 | 34 | 25 | 0.7353 | 48 | 35 | 0.7292 | 135 | 98 | 0.7259 | 217 | 158 | 0.7281 |
| 69 | 23 | 19 | 0.8261 | 63 | 54 | 0.8571 | 128 | 105 | 0.8203 | 214 | 178 | 0.8318 |
| 68 | 13 | 11 | 0.8462 | 41 | 37 | 0.9024 | 96 | 82 | 0.8542 | 150 | 130 | 0.8667 |
| 67 | 21 | 16 | 0.7619 | 50 | 49 | 0.9800 | 93 | 82 | 0.8817 | 164 | 147 | 0.8963 |
| 66 | 14 | 14 | 1.0000 | 52 | 48 | 0.9231 | 65 | 53 | 0.8154 | 131 | 115 | 0.8779 |
| 65 | 2 | 0 | 0.0000 | 33 | 27 | 0.8182 | 45 | 37 | 0.8222 | 80 | 64 | 0.8000 |
| 64 | 2 | 2 | 1.0000 | 30 | 27 | 0.9000 | 24 | 18 | 0.7500 | 56 | 47 | 0.8393 |
| 63 | 5 | 3 | 0.6000 | 18 | 13 | 0.7222 | 28 | 22 | 0.7857 | 51 | 38 | 0.7451 |
| 62 | 4 | 3 | 0.7500 | 20 | 18 | 0.9000 | 20 | 18 | 0.9000 | 44 | 39 | 0.8864 |
| 61 | 1 | 1 | 1.0000 | 11 | 6 | 0.5455 | 17 | 13 | 0.7647 | 29 | 20 | 0.6897 |
| 60 | 3 | 1 | 0.3333 | 7 | 6 | 0.8571 | 7 | 5 | 0.7143 | 17 | 12 | 0.7059 |
| | 1345 | 1221 | | 1534 | 1281 | | 2608 | 2232 | | 5487 | 4734 | |

| Fy90 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 89 | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 |
| 88 | 5 | 5 | 1.0000 | 19 | 19 | 1.0000 | 24 | 24 | 1.0000 |
| 87 | 2 | 2 | 1.0000 | 24 | 24 | 1.0000 | 26 | 26 | 1.0000 |
| 86 | 7 | 7 | 1.0000 | 25 | 25 | 1.0000 | 32 | 32 | 1.0000 |
| 85 | 5 | 5 | 1.0000 | 5 | 4 | 0.8000 | 10 | 9 | 0.9000 |
| 84 | 148 | 139 | 0.9392 | 130 | 126 | 0.9692 | 278 | 265 | 0.9532 |
| 83 | 192 | 173 | 0.9010 | 189 | 174 | 0.9206 | 381 | 347 | 0.9108 |
| 82 | 127 | 102 | 0.8031 | 166 | 137 | 0.8253 | 293 | 239 | 0.8157 |
| 81 | 141 | 132 | 0.9362 | 182 | 171 | 0.9396 | 323 | 303 | 0.9381 |
| 80 | 97 | 96 | 0.9897 | 157 | 155 | 0.9873 | 254 | 251 | 0.9882 |
| 79 | 58 | 57 | 0.9828 | 149 | 142 | 0.9530 | 207 | 199 | 0.9614 |
| 78 | 43 | 41 | 0.9535 | 117 | 111 | 0.9487 | 160 | 152 | 0.9500 |
| 77 | 59 | 59 | 1.0000 | 100 | 96 | 0.9600 | 159 | 155 | 0.9748 |
| 76 | 27 | 27 | 1.0000 | 74 | 70 | 0.9459 | 101 | 97 | 0.9604 |
| 75 | 49 | 46 | 0.9388 | 137 | 129 | 0.9416 | 186 | 175 | 0.9409 |
| 74 | 47 | 45 | 0.9574 | 156 | 139 | 0.8910 | 203 | 184 | 0.9064 |
| 73 | 53 | 52 | 0.9811 | 138 | 132 | 0.9565 | 191 | 184 | 0.9634 |
| 72 | 35 | 34 | 0.9714 | 82 | 75 | 0.9146 | 117 | 109 | 0.9316 |
| 71 | 33 | 28 | 0.8485 | 108 | 90 | 0.8333 | 141 | 118 | 0.8369 |
| 70 | 23 | 17 | 0.7391 | 80 | 60 | 0.7500 | 103 | 77 | 0.7476 |
| 69 | 27 | 24 | 0.8889 | 63 | 50 | 0.7937 | 90 | 74 | 0.8222 |
| 68 | 21 | 18 | 0.8571 | 39 | 28 | 0.7179 | 60 | 46 | 0.7667 |
| 67 | 10 | 10 | 1.0000 | 21 | 18 | 0.8571 | 31 | 28 | 0.9032 |
| 66 | 23 | 21 | 0.9130 | 28 | 24 | 0.8571 | 51 | 45 | 0.8824 |
| 65 | 7 | 6 | 0.8571 | 27 | 21 | 0.7778 | 34 | 27 | 0.7941 |
| 64 | 4 | 2 | 0.5000 | 20 | 17 | 0.8500 | 24 | 19 | 0.7917 |
| 63 | 8 | 7 | 0.8750 | 12 | 10 | 0.8333 | 20 | 17 | 0.8500 |
| 62 | 2 | 1 | 0.5000 | 10 | 4 | 0.4000 | 12 | 5 | 0.4167 |
| 61 | 2 | 0 | - | 7 | 3 | 0.4286 | 9 | 3 | 0.3333 |
| 60 | 1 | 1 | 1.0000 | 3 | 1 | 0.3333 | 4 | 2 | 0.5000 |
| | 1257 | 1158 | | 2269 | 2056 | | 3526 | 3214 | |

| Fy89 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 88 | 6 | 6 | 1.0000 | 3 | 3 | 1.0000 | 2 | 2 | 1.0000 | 11 | 11 | 1.0000 |
| 87 | 8 | 8 | 1.0000 | 37 | 37 | 1.0000 | 12 | 12 | 1.0000 | 57 | 57 | 1.0000 |
| 86 | 22 | 21 | 0.9545 | 10 | 10 | 1.0000 | 18 | 15 | 0.8333 | 50 | 46 | 0.9200 |
| 85 | 6 | 6 | 1.0000 | 29 | 26 | 0.8966 | 7 | 7 | 1.0000 | 42 | 39 | 0.9286 |
| 84 | 9 | 9 | 1.0000 | 3 | 3 | 1.0000 | 7 | 7 | 1.0000 | 19 | 19 | 1.0000 |
| 83 | 93 | 86 | 0.9247 | 35 | 25 | 0.7143 | 125 | 81 | 0.6480 | 253 | 192 | 0.7589 |
| 82 | 179 | 155 | 0.8659 | 195 | 133 | 0.6821 | 266 | 178 | 0.6692 | 640 | 466 | 0.7281 |
| 81 | 206 | 180 | 0.8738 | 151 | 105 | 0.6954 | 157 | 114 | 0.7261 | 514 | 399 | 0.7763 |
| 80 | 96 | 92 | 0.9583 | 61 | 51 | 0.8361 | 97 | 87 | 0.8969 | 254 | 230 | 0.9055 |
| 79 | 83 | 82 | 0.9880 | 87 | 81 | 0.9310 | 83 | 79 | 0.9518 | 253 | 242 | 0.9565 |
| 78 | 55 | 52 | 0.9455 | 76 | 74 | 0.9737 | 135 | 131 | 0.9704 | 266 | 257 | 0.9662 |
| 77 | 57 | 57 | 1.0000 | 61 | 55 | 0.9016 | 119 | 110 | 0.9244 | 237 | 222 | 0.9367 |
| 76 | 28 | 27 | 0.9643 | 38 | 31 | 0.8158 | 63 | 60 | 0.9524 | 129 | 118 | 0.9147 |
| 75 | 53 | 52 | 0.9811 | 56 | 55 | 0.9821 | 142 | 134 | 0.9437 | 251 | 241 | 0.9602 |
| 74 | 66 | 64 | 0.9697 | 52 | 50 | 0.9615 | 182 | 168 | 0.9231 | 300 | 282 | 0.9400 |
| 73 | 56 | 52 | 0.9286 | 63 | 58 | 0.9206 | 144 | 137 | 0.9514 | 263 | 247 | 0.9392 |
| 72 | 41 | 40 | 0.9756 | 38 | 38 | 1.0000 | 154 | 151 | 0.9805 | 233 | 229 | 0.9828 |
| 71 | 56 | 53 | 0.9464 | 29 | 28 | 0.9655 | 104 | 97 | 0.9327 | 189 | 178 | 0.9418 |
| 70 | 56 | 48 | 0.8571 | 56 | 47 | 0.8393 | 167 | 124 | 0.7425 | 279 | 219 | 0.7849 |
| 69 | 35 | 26 | 0.7429 | 72 | 52 | 0.7222 | 176 | 126 | 0.7159 | 283 | 204 | 0.7208 |
| 68 | 14 | 13 | 0.9286 | 41 | 38 | 0.9268 | 117 | 94 | 0.8034 | 172 | 145 | 0.8430 |
| 67 | 24 | 21 | 0.8750 | 43 | 41 | 0.9535 | 109 | 96 | 0.8807 | 176 | 158 | 0.8977 |
| 66 | 15 | 15 | 1.0000 | 51 | 49 | 0.9608 | 80 | 63 | 0.7875 | 146 | 127 | 0.8699 |
| 65 | 4 | 3 | 0.7500 | 35 | 30 | 0.8571 | 50 | 43 | 0.8600 | 89 | 76 | 0.8539 |
| 64 | 4 | 3 | 0.7500 | 33 | 28 | 0.8485 | 39 | 33 | 0.8462 | 76 | 64 | 0.8421 |
| 63 | 5 | 5 | 1.0000 | 20 | 17 | 0.8500 | 33 | 24 | 0.7273 | 58 | 46 | 0.7931 |
| 62 | 5 | 5 | 1.0000 | 19 | 17 | 0.8947 | 25 | 20 | 0.8000 | 49 | 42 | 0.8571 |
| 61 | 3 | 3 | 1.0000 | 13 | 11 | 0.8462 | 22 | 17 | 0.7727 | 38 | 31 | 0.8158 |
| 60 | 6 | 3 | 0.5000 | 12 | 9 | 0.7500 | 15 | 12 | 0.8000 | 33 | 24 | 0.7273 |
| | 1291 | 1187 | | 1419 | 1202 | | 2650 | 2222 | | 5360 | 4611 | |

| Fy89 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | | NFO | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 88 | 4 | 4 | 1.0000 | 12 | 12 | 1.0000 | 16 | 16 | 1.0000 |
| 87 | 2 | 2 | 1.0000 | 0 | 0 | - | 2 | 2 | 1.0000 |
| 86 | 2 | 2 | 1.0000 | 10 | 10 | 1.0000 | 12 | 12 | 1.0000 |
| 85 | 2 | 2 | 1.0000 | 2 | 2 | 1.0000 | 4 | 4 | 1.0000 |
| 84 | 16 | 16 | 1.0000 | 2 | 2 | 1.0000 | 18 | 18 | 1.0000 |
| 83 | 137 | 125 | 0.9124 | 125 | 114 | 0.9120 | 262 | 239 | 0.9122 |
| 82 | 144 | 124 | 0.8611 | 179 | 158 | 0.8827 | 323 | 282 | 0.8731 |
| 81 | 168 | 145 | 0.8631 | 200 | 171 | 0.8550 | 368 | 316 | 0.8587 |
| 80 | 138 | 129 | 0.9348 | 193 | 182 | 0.9430 | 331 | 311 | 0.9396 |
| 79 | 61 | 58 | 0.9508 | 157 | 150 | 0.9554 | 218 | 208 | 0.9541 |
| 78 | 46 | 43 | 0.9348 | 123 | 121 | 0.9837 | 169 | 164 | 0.9704 |
| 77 | 62 | 62 | 1.0000 | 104 | 98 | 0.9423 | 166 | 160 | 0.9639 |
| 76 | 28 | 28 | 1.0000 | 75 | 72 | 0.9600 | 103 | 100 | 0.9709 |
| 75 | 47 | 47 | 1.0000 | 142 | 138 | 0.9718 | 189 | 185 | 0.9788 |
| 74 | 47 | 43 | 0.9149 | 171 | 149 | 0.8713 | 218 | 192 | 0.8807 |
| 73 | 53 | 50 | 0.9434 | 144 | 137 | 0.9514 | 197 | 187 | 0.9492 |
| 72 | 35 | 34 | 0.9714 | 86 | 84 | 0.9767 | 121 | 118 | 0.9752 |
| 71 | 36 | 34 | 0.9444 | 109 | 105 | 0.9633 | 145 | 139 | 0.9586 |
| 70 | 31 | 24 | 0.7742 | 99 | 81 | 0.8182 | 130 | 105 | 0.8077 |
| 69 | 37 | 26 | 0.7027 | 86 | 61 | 0.7093 | 123 | 87 | 0.7073 |
| 68 | 26 | 21 | 0.8077 | 42 | 35 | 0.8333 | 68 | 56 | 0.8235 |
| 67 | 10 | 9 | 0.9000 | 26 | 19 | 0.7308 | 36 | 28 | 0.7778 |
| 66 | 23 | 21 | 0.9130 | 30 | 27 | 0.9000 | 53 | 48 | 0.9057 |
| 65 | 5 | 5 | 1.0000 | 34 | 30 | 0.8824 | 39 | 35 | 0.8974 |
| 64 | 5 | 2 | 0.4000 | 25 | 21 | 0.8400 | 30 | 23 | 0.7667 |
| 63 | 9 | 8 | 0.8889 | 15 | 14 | 0.9333 | 24 | 22 | 0.9167 |
| 62 | 5 | 2 | 0.4000 | 13 | 10 | 0.7692 | 18 | 12 | 0.6667 |
| 61 | 3 | 2 | 0.6667 | 7 | 7 | 1.0000 | 10 | 9 | 0.9000 |
| 60 | 3 | 3 | 1.0000 | 5 | 5 | 1.0000 | 8 | 8 | 1.0000 |
| | 1185 | 1071 | | 2216 | 2015 | | 3401 | 3086 | |

| Fy88 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HELO | | | JET | | | PROP | | | PILOT | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 87 | 6 | 6 | 1.0000 | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 | 8 | 8 | 1.0000 |
| 86 | 8 | 8 | 1.0000 | 6 | 5 | 0.8333 | 8 | 7 | 0.8750 | 22 | 20 | 0.9091 |
| 85 | 5 | 5 | 1.0000 | 15 | 10 | 0.6667 | 7 | 7 | 1.0000 | 27 | 22 | 0.8148 |
| 84 | 4 | 4 | 1.0000 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 | 7 | 7 | 1.0000 |
| 83 | 9 | 9 | 1.0000 | 3 | 3 | 1.0000 | 7 | 6 | 0.8571 | 19 | 18 | 0.9474 |
| 82 | 111 | 94 | 0.8468 | 53 | 39 | 0.7358 | 196 | 115 | 0.5867 | 360 | 248 | 0.6889 |
| 81 | 243 | 218 | 0.8971 | 212 | 133 | 0.6274 | 214 | 119 | 0.5561 | 669 | 470 | 0.7025 |
| 80 | 116 | 105 | 0.9052 | 105 | 70 | 0.6667 | 87 | 72 | 0.8276 | 308 | 247 | 0.8019 |
| 79 | 102 | 102 | 1.0000 | 125 | 106 | 0.8480 | 78 | 71 | 0.9103 | 305 | 279 | 0.9148 |
| 78 | 77 | 74 | 0.9610 | 91 | 88 | 0.9670 | 119 | 112 | 0.9412 | 287 | 274 | 0.9547 |
| 77 | 67 | 66 | 0.9851 | 73 | 63 | 0.8630 | 114 | 102 | 0.8947 | 254 | 231 | 0.9094 |
| 76 | 31 | 29 | 0.9355 | 42 | 37 | 0.8810 | 61 | 58 | 0.9508 | 134 | 124 | 0.9254 |
| 75 | 62 | 62 | 1.0000 | 66 | 63 | 0.9545 | 133 | 128 | 0.9624 | 261 | 253 | 0.9693 |
| 74 | 81 | 81 | 1.0000 | 54 | 54 | 1.0000 | 173 | 156 | 0.9017 | 308 | 291 | 0.9448 |
| 73 | 63 | 59 | 0.9365 | 67 | 62 | 0.9254 | 137 | 128 | 0.9343 | 267 | 249 | 0.9326 |
| 72 | 49 | 48 | 0.9796 | 42 | 42 | 1.0000 | 147 | 142 | 0.9660 | 238 | 232 | 0.9748 |
| 71 | 60 | 58 | 0.9667 | 26 | 25 | 0.9615 | 106 | 102 | 0.9623 | 192 | 185 | 0.9635 |
| 70 | 65 | 64 | 0.9846 | 53 | 52 | 0.9811 | 164 | 157 | 0.9573 | 282 | 273 | 0.9681 |
| 69 | 56 | 51 | 0.9107 | 81 | 64 | 0.7901 | 202 | 160 | 0.7921 | 339 | 275 | 0.8112 |
| 68 | 27 | 16 | 0.5926 | 65 | 43 | 0.6615 | 158 | 111 | 0.7025 | 250 | 170 | 0.6800 |
| 67 | 28 | 26 | 0.9286 | 47 | 38 | 0.8085 | 131 | 108 | 0.8244 | 206 | 172 | 0.8350 |
| 66 | 20 | 15 | 0.7500 | 51 | 50 | 0.9804 | 90 | 77 | 0.8556 | 161 | 142 | 0.8820 |
| 65 | 5 | 4 | 0.8000 | 36 | 32 | 0.8889 | 57 | 48 | 0.8421 | 98 | 84 | 0.8571 |
| 64 | 7 | 4 | 0.5714 | 28 | 26 | 0.9286 | 55 | 44 | 0.8000 | 90 | 74 | 0.8222 |
| 63 | 8 | 7 | 0.8750 | 22 | 20 | 0.9091 | 41 | 35 | 0.8537 | 71 | 62 | 0.8732 |
| 62 | 5 | 5 | 1.0000 | 20 | 17 | 0.8500 | 36 | 26 | 0.7222 | 61 | 48 | 0.7869 |
| 61 | 3 | 3 | 1.0000 | 15 | 13 | 0.8667 | 24 | 22 | 0.9167 | 42 | 38 | 0.9048 |
| 60 | 9 | 6 | 0.6667 | 11 | 9 | 0.8182 | 22 | 16 | 0.7273 | 42 | 31 | 0.7381 |
| | 1327 | 1229 | | 1411 | 1166 | | 2570 | 2132 | | 5308 | 4527 | |

| Fy88 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 87 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 86 | 1 | 1 | 1.0000 | 11 | 11 | 1.0000 | 12 | 12 | 1.0000 |
| 85 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 | 3 | 3 | 1.0000 |
| 84 | 2 | 2 | 1.0000 | 3 | 3 | 1.0000 | 5 | 5 | 1.0000 |
| 83 | 30 | 30 | 1.0000 | 25 | 24 | 0.9600 | 55 | 54 | 0.9818 |
| 82 | 130 | 117 | 0.9000 | 133 | 122 | 0.9173 | 263 | 239 | 0.9087 |
| 81 | 207 | 185 | 0.8937 | 212 | 185 | 0.8726 | 419 | 370 | 0.8831 |
| 80 | 175 | 155 | 0.8857 | 200 | 169 | 0.8450 | 375 | 324 | 0.8640 |
| 79 | 92 | 90 | 0.9783 | 182 | 179 | 0.9835 | 274 | 269 | 0.9818 |
| 78 | 68 | 66 | 0.9706 | 125 | 123 | 0.9840 | 193 | 189 | 0.9793 |
| 77 | 69 | 69 | 1.0000 | 105 | 98 | 0.9333 | 174 | 167 | 0.9598 |
| 76 | 32 | 31 | 0.9688 | 74 | 70 | 0.9459 | 106 | 101 | 0.9528 |
| 75 | 50 | 49 | 0.9800 | 141 | 137 | 0.9716 | 191 | 186 | 0.9738 |
| 74 | 53 | 50 | 0.9434 | 170 | 163 | 0.9588 | 223 | 213 | 0.9552 |
| 73 | 59 | 56 | 0.9492 | 140 | 135 | 0.9643 | 199 | 191 | 0.9598 |
| 72 | 34 | 33 | 0.9706 | 91 | 90 | 0.9890 | 125 | 123 | 0.9840 |
| 71 | 36 | 35 | 0.9722 | 111 | 110 | 0.9910 | 147 | 145 | 0.9864 |
| 70 | 32 | 31 | 0.9688 | 105 | 95 | 0.9048 | 137 | 126 | 0.9197 |
| 69 | 51 | 41 | 0.8039 | 103 | 82 | 0.7961 | 154 | 123 | 0.7987 |
| 68 | 31 | 26 | 0.8387 | 58 | 43 | 0.7414 | 89 | 69 | 0.7753 |
| 67 | 12 | 10 | 0.8333 | 35 | 25 | 0.7143 | 47 | 35 | 0.7447 |
| 66 | 23 | 21 | 0.9130 | 36 | 30 | 0.8333 | 59 | 51 | 0.8644 |
| 65 | 6 | 4 | 0.6667 | 39 | 36 | 0.9231 | 45 | 40 | 0.8889 |
| 64 | 8 | 5 | 0.6250 | 28 | 24 | 0.8571 | 36 | 29 | 0.8056 |
| 63 | 11 | 10 | 0.9091 | 19 | 16 | 0.8421 | 30 | 26 | 0.8667 |
| 62 | 4 | 3 | 0.7500 | 19 | 14 | 0.7368 | 23 | 17 | 0.7391 |
| 61 | 4 | 4 | 1.0000 | 10 | 7 | 0.7000 | 14 | 11 | 0.7857 |
| 60 | 3 | 3 | 1.0000 | 7 | 5 | 0.7143 | 10 | 8 | 0.8000 |
| | 1224 | 1128 | | 2184 | 1998 | | 3408 | 3126 | |

| Fy87 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 86 | 6 | 6 | 1.0000 | 4 | 4 | 1.0000 | 10 | 10 | 1.0000 | 20 | 20 | 1.0000 |
| 85 | 4 | 4 | 1.0000 | 7 | 7 | 1.0000 | 7 | 7 | 1.0000 | 18 | 18 | 1.0000 |
| 84 | 3 | 3 | 1.0000 | 0 | 0 | - | 2 | 2 | 1.0000 | 5 | 5 | 1.0000 |
| 83 | 7 | 7 | 1.0000 | 2 | 2 | 1.0000 | 6 | 6 | 1.0000 | 15 | 15 | 1.0000 |
| 82 | 43 | 42 | 0.9767 | 2 | 2 | 1.0000 | 49 | 44 | 0.8980 | 94 | 88 | 0.9362 |
| 81 | 219 | 208 | 0.9498 | 115 | 80 | 0.6957 | 215 | 127 | 0.5907 | 549 | 415 | 0.7559 |
| 80 | 124 | 117 | 0.9435 | 136 | 103 | 0.7574 | 108 | 84 | 0.7778 | 368 | 304 | 0.8261 |
| 79 | 114 | 107 | 0.9386 | 151 | 128 | 0.8477 | 82 | 71 | 0.8659 | 347 | 306 | 0.8818 |
| 78 | 90 | 88 | 0.9778 | 105 | 97 | 0.9238 | 117 | 114 | 0.9744 | 312 | 299 | 0.9583 |
| 77 | 80 | 78 | 0.9750 | 78 | 76 | 0.9744 | 114 | 111 | 0.9737 | 272 | 265 | 0.9743 |
| 76 | 38 | 36 | 0.9474 | 41 | 40 | 0.9756 | 63 | 59 | 0.9365 | 142 | 135 | 0.9507 |
| 75 | 69 | 69 | 1.0000 | 68 | 65 | 0.9559 | 125 | 122 | 0.9760 | 262 | 256 | 0.9771 |
| 74 | 102 | 101 | 0.9902 | 51 | 51 | 1.0000 | 154 | 144 | 0.9351 | 307 | 296 | 0.9642 |
| 73 | 74 | 70 | 0.9459 | 69 | 62 | 0.8986 | 131 | 123 | 0.9389 | 274 | 255 | 0.9307 |
| 72 | 73 | 72 | 0.9863 | 47 | 47 | 1.0000 | 128 | 123 | 0.9609 | 248 | 242 | 0.9758 |
| 71 | 77 | 75 | 0.9740 | 26 | 25 | 0.9615 | 94 | 92 | 0.9787 | 197 | 192 | 0.9746 |
| 70 | 100 | 99 | 0.9900 | 54 | 52 | 0.9630 | 138 | 135 | 0.9783 | 292 | 286 | 0.9795 |
| 69 | 78 | 77 | 0.9872 | 84 | 82 | 0.9762 | 181 | 170 | 0.9392 | 343 | 329 | 0.9592 |
| 68 | 46 | 37 | 0.8043 | 75 | 57 | 0.7600 | 168 | 146 | 0.8690 | 289 | 240 | 0.8304 |
| 67 | 59 | 48 | 0.8136 | 63 | 52 | 0.8254 | 124 | 93 | 0.7500 | 246 | 193 | 0.7846 |
| 66 | 40 | 32 | 0.8000 | 50 | 46 | 0.9200 | 78 | 69 | 0.8846 | 168 | 147 | 0.8750 |
| 65 | 16 | 15 | 0.9375 | 31 | 27 | 0.8710 | 59 | 52 | 0.8814 | 106 | 94 | 0.8868 |
| 64 | 11 | 10 | 0.9091 | 17 | 16 | 0.9412 | 59 | 55 | 0.9322 | 87 | 81 | 0.9310 |
| 63 | 11 | 11 | 1.0000 | 19 | 19 | 1.0000 | 45 | 39 | 0.8667 | 75 | 69 | 0.9200 |
| 62 | 20 | 17 | 0.8500 | 16 | 14 | 0.8750 | 42 | 36 | 0.8571 | 78 | 67 | 0.8590 |
| 61 | 7 | 7 | 1.0000 | 15 | 11 | 0.7333 | 28 | 24 | 0.8571 | 50 | 42 | 0.8400 |
| 60 | 12 | 11 | 0.9167 | 9 | 9 | 1.0000 | 21 | 19 | 0.9048 | 42 | 39 | 0.9286 |
| | 1523 | 1447 | | 1335 | 1174 | | 2348 | 2077 | | 5206 | 4698 | |

| Fy87 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 86 | 1 | 1 | 1.0000 | 11 | 11 | 1.0000 | 12 | 12 | 1.0000 |
| 85 | 1 | 1 | 1.0000 | 3 | 3 | 1.0000 | 4 | 4 | 1.0000 |
| 84 | 2 | 2 | 1.0000 | 2 | 2 | 1.0000 | 4 | 4 | 1.0000 |
| 83 | 12 | 12 | 1.0000 | 11 | 11 | 1.0000 | 23 | 23 | 1.0000 |
| 82 | 33 | 29 | 0.8788 | 27 | 27 | 1.0000 | 60 | 56 | 0.9333 |
| 81 | 180 | 167 | 0.9278 | 175 | 170 | 0.9714 | 355 | 337 | 0.9493 |
| 80 | 188 | 177 | 0.9415 | 218 | 194 | 0.8899 | 406 | 371 | 0.9138 |
| 79 | 106 | 99 | 0.9340 | 178 | 167 | 0.9382 | 284 | 266 | 0.9366 |
| 78 | 78 | 76 | 0.9744 | 124 | 122 | 0.9839 | 202 | 198 | 0.9802 |
| 77 | 76 | 76 | 1.0000 | 103 | 102 | 0.9903 | 179 | 178 | 0.9944 |
| 76 | 36 | 35 | 0.9722 | 69 | 68 | 0.9855 | 105 | 103 | 0.9810 |
| 75 | 57 | 56 | 0.9825 | 137 | 134 | 0.9781 | 194 | 190 | 0.9794 |
| 74 | 65 | 62 | 0.9538 | 152 | 145 | 0.9539 | 217 | 207 | 0.9539 |
| 73 | 68 | 65 | 0.9559 | 128 | 125 | 0.9766 | 196 | 190 | 0.9694 |
| 72 | 41 | 39 | 0.9512 | 89 | 87 | 0.9775 | 130 | 126 | 0.9692 |
| 71 | 42 | 42 | 1.0000 | 99 | 96 | 0.9697 | 141 | 138 | 0.9787 |
| 70 | 38 | 37 | 0.9737 | 94 | 90 | 0.9574 | 132 | 127 | 0.9621 |
| 69 | 57 | 56 | 0.9825 | 87 | 83 | 0.9540 | 144 | 139 | 0.9653 |
| 68 | 32 | 29 | 0.9063 | 60 | 54 | 0.9000 | 92 | 83 | 0.9022 |
| 67 | 20 | 17 | 0.8500 | 31 | 19 | 0.6129 | 51 | 36 | 0.7059 |
| 66 | 22 | 20 | 0.9091 | 38 | 34 | 0.8947 | 60 | 54 | 0.9000 |
| 65 | 11 | 9 | 0.8182 | 36 | 34 | 0.9444 | 47 | 43 | 0.9149 |
| 64 | 8 | 8 | 1.0000 | 29 | 25 | 0.8621 | 37 | 33 | 0.8919 |
| 63 | 10 | 10 | 1.0000 | 19 | 17 | 0.8947 | 29 | 27 | 0.9310 |
| 62 | 4 | 4 | 1.0000 | 21 | 19 | 0.9048 | 25 | 23 | 0.9200 |
| 61 | 4 | 4 | 1.0000 | 12 | 7 | 0.5833 | 16 | 11 | 0.6875 |
| 60 | 2 | 2 | 1.0000 | 7 | 7 | 1.0000 | 9 | 9 | 1.0000 |
| | 1194 | 1135 | | 1960 | 1853 | | 3154 | 2988 | |

| Fy86 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 85 | 1 | 1 | 1.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 |
| 84 | 2 | 2 | 1.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 |
| 83 | 7 | 7 | 1.0000 | 0 | 0 | 0.0000 | 5 | 5 | 1.0000 | 12 | 12 | 1.0000 |
| 82 | 31 | 31 | 1.0000 | 2 | 2 | 1.0000 | 32 | 32 | 1.0000 | 65 | 65 | 1.0000 |
| 81 | 99 | 99 | 1.0000 | 59 | 59 | 1.0000 | 134 | 132 | 0.9851 | 292 | 290 | 0.9932 |
| 80 | 134 | 129 | 0.9627 | 121 | 111 | 0.9174 | 166 | 121 | 0.7289 | 421 | 361 | 0.8575 |
| 79 | 148 | 135 | 0.9122 | 195 | 158 | 0.8103 | 160 | 102 | 0.6375 | 503 | 395 | 0.7853 |
| 78 | 129 | 116 | 0.8992 | 144 | 122 | 0.8472 | 134 | 114 | 0.8507 | 407 | 352 | 0.8649 |
| 77 | 105 | 102 | 0.9714 | 103 | 96 | 0.9320 | 126 | 117 | 0.9286 | 334 | 315 | 0.9431 |
| 76 | 46 | 44 | 0.9565 | 49 | 47 | 0.9592 | 73 | 69 | 0.9452 | 168 | 160 | 0.9524 |
| 75 | 81 | 78 | 0.9630 | 80 | 73 | 0.9125 | 140 | 132 | 0.9429 | 301 | 283 | 0.9402 |
| 74 | 111 | 108 | 0.9730 | 56 | 55 | 0.9821 | 160 | 152 | 0.9500 | 327 | 315 | 0.9633 |
| 73 | 81 | 75 | 0.9259 | 75 | 67 | 0.8933 | 135 | 129 | 0.9556 | 291 | 271 | 0.9313 |
| 72 | 79 | 78 | 0.9873 | 56 | 53 | 0.9464 | 126 | 120 | 0.9524 | 261 | 251 | 0.9617 |
| 71 | 85 | 83 | 0.9765 | 29 | 27 | 0.9310 | 91 | 88 | 0.9670 | 205 | 198 | 0.9659 |
| 70 | 116 | 115 | 0.9914 | 60 | 58 | 0.9667 | 130 | 127 | 0.9769 | 306 | 300 | 0.9804 |
| 69 | 82 | 82 | 1.0000 | 95 | 94 | 0.9895 | 182 | 174 | 0.9560 | 359 | 350 | 0.9749 |
| 68 | 49 | 47 | 0.9592 | 80 | 79 | 0.9875 | 172 | 170 | 0.9884 | 301 | 296 | 0.9834 |
| 67 | 75 | 70 | 0.9333 | 75 | 71 | 0.9467 | 158 | 143 | 0.9051 | 308 | 284 | 0.9221 |
| 66 | 50 | 45 | 0.9000 | 75 | 56 | 0.7467 | 115 | 86 | 0.7478 | 240 | 187 | 0.7792 |
| 65 | 21 | 18 | 0.8571 | 33 | 31 | 0.9394 | 72 | 59 | 0.8194 | 126 | 108 | 0.8571 |
| 64 | 10 | 10 | 1.0000 | 23 | 18 | 0.7826 | 71 | 60 | 0.8451 | 104 | 88 | 0.8462 |
| 63 | 12 | 12 | 1.0000 | 20 | 19 | 0.9500 | 51 | 47 | 0.9216 | 83 | 78 | 0.9398 |
| 62 | 20 | 19 | 0.9500 | 22 | 21 | 0.9545 | 50 | 41 | 0.8200 | 92 | 81 | 0.8804 |
| 61 | 7 | 6 | 0.8571 | 18 | 17 | 0.9444 | 41 | 31 | 0.7561 | 66 | 54 | 0.8182 |
| 60 | 18 | 16 | 0.8889 | 9 | 9 | 1.0000 | 32 | 28 | 0.8750 | 59 | 53 | 0.8983 |
| | 1599 | 1528 | | 1479 | 1343 | | 2556 | 2279 | | 5634 | 5150 | |

| Fy86 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 85 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 84 | 2 | 2 | 1.0000 | 0 | 0 | - | 2 | 2 | 1.0000 |
| 83 | 11 | 11 | 1.0000 | 12 | 12 | 1.0000 | 23 | 23 | 1.0000 |
| 82 | 6 | 6 | 1.0000 | 9 | 9 | 1.0000 | 15 | 15 | 1.0000 |
| 81 | 57 | 57 | 1.0000 | 32 | 32 | 1.0000 | 89 | 89 | 1.0000 |
| 80 | 191 | 185 | 0.9686 | 199 | 189 | 0.9497 | 390 | 374 | 0.9590 |
| 79 | 137 | 126 | 0.9197 | 196 | 182 | 0.9286 | 333 | 308 | 0.9249 |
| 78 | 97 | 90 | 0.9278 | 130 | 120 | 0.9231 | 227 | 210 | 0.9251 |
| 77 | 107 | 100 | 0.9346 | 113 | 109 | 0.9646 | 220 | 209 | 0.9500 |
| 76 | 47 | 46 | 0.9787 | 78 | 73 | 0.9359 | 125 | 119 | 0.9520 |
| 75 | 64 | 62 | 0.9688 | 142 | 141 | 0.9930 | 206 | 203 | 0.9854 |
| 74 | 71 | 68 | 0.9577 | 157 | 149 | 0.9490 | 228 | 217 | 0.9518 |
| 73 | 70 | 68 | 0.9714 | 133 | 131 | 0.9850 | 203 | 199 | 0.9803 |
| 72 | 46 | 45 | 0.9783 | 89 | 89 | 1.0000 | 135 | 134 | 0.9926 |
| 71 | 48 | 48 | 1.0000 | 99 | 95 | 0.9596 | 147 | 143 | 0.9728 |
| 70 | 44 | 43 | 0.9773 | 92 | 90 | 0.9783 | 136 | 133 | 0.9779 |
| 69 | 66 | 65 | 0.9848 | 88 | 88 | 1.0000 | 154 | 153 | 0.9935 |
| 68 | 38 | 38 | 1.0000 | 63 | 61 | 0.9683 | 101 | 99 | 0.9802 |
| 67 | 32 | 28 | 0.8750 | 37 | 36 | 0.9730 | 69 | 64 | 0.9275 |
| 66 | 27 | 24 | 0.8889 | 54 | 38 | 0.7037 | 81 | 62 | 0.7654 |
| 65 | 12 | 11 | 0.9167 | 44 | 36 | 0.8182 | 56 | 47 | 0.8393 |
| 64 | 10 | 9 | 0.9000 | 34 | 32 | 0.9412 | 44 | 41 | 0.9318 |
| 63 | 11 | 11 | 1.0000 | 21 | 19 | 0.9048 | 32 | 30 | 0.9375 |
| 62 | 7 | 5 | 0.7143 | 25 | 22 | 0.8800 | 32 | 27 | 0.8438 |
| 61 | 4 | 4 | 1.0000 | 18 | 15 | 0.8333 | 22 | 19 | 0.8636 |
| 60 | 2 | 2 | 1.0000 | 11 | 9 | 0.8182 | 13 | 11 | 0.8462 |
| | 1207 | 1154 | | 1876 | 1777 | | 3083 | 2931 | |

| Fy85 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 84 | 1 | 1 | 1.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 |
| 83 | 9 | 9 | 1.0000 | 23 | 23 | 1.0000 | 27 | 27 | 1.0000 | 59 | 59 | 1.0000 |
| 82 | 40 | 40 | 1.0000 | 44 | 44 | 1.0000 | 71 | 71 | 1.0000 | 155 | 155 | 1.0000 |
| 81 | 62 | 61 | 0.9839 | 62 | 62 | 1.0000 | 89 | 88 | 0.9888 | 213 | 211 | 0.9906 |
| 80 | 94 | 94 | 1.0000 | 55 | 55 | 1.0000 | 158 | 157 | 0.9937 | 307 | 306 | 0.9967 |
| 79 | 158 | 155 | 0.9810 | 141 | 121 | 0.8582 | 194 | 155 | 0.7990 | 493 | 431 | 0.8742 |
| 78 | 159 | 148 | 0.9308 | 233 | 173 | 0.7425 | 224 | 151 | 0.6741 | 616 | 472 | 0.7662 |
| 77 | 129 | 122 | 0.9457 | 147 | 131 | 0.8912 | 161 | 138 | 0.8571 | 437 | 391 | 0.8947 |
| 76 | 54 | 52 | 0.9630 | 63 | 60 | 0.9524 | 80 | 74 | 0.9250 | 197 | 186 | 0.9442 |
| 75 | 91 | 91 | 1.0000 | 99 | 96 | 0.9697 | 134 | 132 | 0.9851 | 324 | 319 | 0.9846 |
| 74 | 129 | 128 | 0.9922 | 69 | 67 | 0.9710 | 152 | 145 | 0.9539 | 350 | 340 | 0.9714 |
| 73 | 99 | 94 | 0.9495 | 82 | 76 | 0.9268 | 119 | 112 | 0.9412 | 300 | 282 | 0.9400 |
| 72 | 87 | 86 | 0.9885 | 62 | 60 | 0.9677 | 116 | 111 | 0.9569 | 265 | 257 | 0.9698 |
| 71 | 89 | 87 | 0.9775 | 34 | 32 | 0.9412 | 87 | 84 | 0.9655 | 210 | 203 | 0.9667 |
| 70 | 134 | 133 | 0.9925 | 71 | 70 | 0.9859 | 104 | 101 | 0.9712 | 309 | 304 | 0.9838 |
| 69 | 92 | 92 | 1.0000 | 105 | 104 | 0.9905 | 170 | 162 | 0.9529 | 367 | 358 | 0.9755 |
| 68 | 63 | 62 | 0.9841 | 104 | 103 | 0.9904 | 150 | 147 | 0.9800 | 317 | 312 | 0.9842 |
| 67 | 83 | 83 | 1.0000 | 106 | 101 | 0.9528 | 138 | 134 | 0.9710 | 327 | 318 | 0.9725 |
| 66 | 67 | 60 | 0.8955 | 104 | 91 | 0.8750 | 124 | 115 | 0.9274 | 295 | 266 | 0.9017 |
| 65 | 43 | 35 | 0.8140 | 51 | 41 | 0.8039 | 81 | 67 | 0.8272 | 175 | 143 | 0.8171 |
| 64 | 15 | 15 | 1.0000 | 35 | 29 | 0.8286 | 78 | 65 | 0.8333 | 128 | 109 | 0.8516 |
| 63 | 18 | 14 | 0.7778 | 24 | 23 | 0.9583 | 59 | 51 | 0.8644 | 101 | 88 | 0.8713 |
| 62 | 19 | 19 | 1.0000 | 31 | 31 | 1.0000 | 54 | 46 | 0.8519 | 104 | 96 | 0.9231 |
| 61 | 10 | 8 | 0.8000 | 21 | 20 | 0.9524 | 47 | 43 | 0.9149 | 78 | 71 | 0.9103 |
| 60 | 20 | 19 | 0.9500 | 24 | 21 | 0.8750 | 39 | 36 | 0.9231 | 83 | 76 | 0.9157 |
| | 1765 | 1708 | | 1790 | 1634 | | 2656 | 2412 | | 6211 | 5754 | |

| Fy85 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | JET | | | PROP | | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 84 | 9 | 9 | 1.0000 | 0 | 0 | - | 9 | 9 | 1.0000 |
| 83 | 44 | 44 | 1.0000 | 41 | 41 | 1.0000 | 85 | 85 | 1.0000 |
| 82 | 12 | 12 | 1.0000 | 8 | 8 | 1.0000 | 20 | 20 | 1.0000 |
| 81 | 29 | 29 | 1.0000 | 26 | 26 | 1.0000 | 55 | 55 | 1.0000 |
| 80 | 79 | 79 | 1.0000 | 81 | 81 | 1.0000 | 160 | 160 | 1.0000 |
| 79 | 155 | 145 | 0.9355 | 210 | 204 | 0.9714 | 365 | 349 | 0.9562 |
| 78 | 114 | 110 | 0.9649 | 138 | 134 | 0.9710 | 252 | 244 | 0.9683 |
| 77 | 127 | 121 | 0.9528 | 132 | 119 | 0.9015 | 259 | 240 | 0.9266 |
| 76 | 57 | 54 | 0.9474 | 139 | 79 | 0.5683 | 196 | 133 | 0.6786 |
| 75 | 78 | 75 | 0.9615 | 144 | 141 | 0.9792 | 222 | 216 | 0.9730 |
| 74 | 88 | 83 | 0.9432 | 158 | 153 | 0.9684 | 246 | 236 | 0.9593 |
| 73 | 76 | 74 | 0.9737 | 132 | 130 | 0.9848 | 208 | 204 | 0.9808 |
| 72 | 53 | 53 | 1.0000 | 89 | 84 | 0.9438 | 142 | 137 | 0.9648 |
| 71 | 55 | 52 | 0.9455 | 101 | 98 | 0.9703 | 156 | 150 | 0.9615 |
| 70 | 51 | 50 | 0.9804 | 91 | 88 | 0.9670 | 142 | 138 | 0.9718 |
| 69 | 84 | 84 | 1.0000 | 78 | 78 | 1.0000 | 162 | 162 | 1.0000 |
| 68 | 43 | 42 | 0.9767 | 63 | 62 | 0.9841 | 106 | 104 | 0.9811 |
| 67 | 37 | 36 | 0.9730 | 36 | 36 | 1.0000 | 73 | 72 | 0.9863 |
| 66 | 41 | 37 | 0.9024 | 65 | 58 | 0.8923 | 106 | 95 | 0.8962 |
| 65 | 23 | 16 | 0.6957 | 69 | 49 | 0.7101 | 92 | 65 | 0.7065 |
| 64 | 15 | 13 | 0.8667 | 44 | 37 | 0.8409 | 59 | 50 | 0.8475 |
| 63 | 15 | 15 | 1.0000 | 24 | 21 | 0.8750 | 39 | 36 | 0.9231 |
| 62 | 10 | 9 | 0.9000 | 27 | 23 | 0.8519 | 37 | 32 | 0.8649 |
| 61 | 5 | 5 | 1.0000 | 21 | 17 | 0.8095 | 26 | 22 | 0.8462 |
| 60 | 5 | 5 | 1.0000 | 15 | 12 | 0.8000 | 20 | 17 | 0.8500 |
| | 1305 | 1252 | | 1932 | 1779 | | 3237 | 3031 | |

| Fy84 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 83 | 11 | 11 | 1.0000 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 | 13 | 13 | 1.0000 |
| 82 | 34 | 34 | 1.0000 | 4 | 4 | 1.0000 | 26 | 26 | 1.0000 | 64 | 64 | 1.0000 |
| 81 | 43 | 43 | 1.0000 | 66 | 66 | 1.0000 | 48 | 46 | 0.9583 | 157 | 155 | 0.9873 |
| 80 | 16 | 16 | 1.0000 | 11 | 11 | 1.0000 | 11 | 11 | 1.0000 | 38 | 38 | 1.0000 |
| 79 | 53 | 53 | 1.0000 | 29 | 29 | 1.0000 | 46 | 43 | 0.9348 | 128 | 125 | 0.9766 |
| 78 | 103 | 98 | 0.9515 | 138 | 125 | 0.9058 | 216 | 197 | 0.9120 | 457 | 420 | 0.9190 |
| 77 | 149 | 141 | 0.9463 | 176 | 165 | 0.9375 | 222 | 184 | 0.8288 | 547 | 490 | 0.8958 |
| 76 | 61 | 57 | 0.9344 | 79 | 70 | 0.8861 | 89 | 82 | 0.9213 | 229 | 209 | 0.9127 |
| 75 | 100 | 98 | 0.9800 | 115 | 107 | 0.9304 | 162 | 155 | 0.9568 | 377 | 360 | 0.9549 |
| 74 | 130 | 129 | 0.9923 | 75 | 74 | 0.9867 | 171 | 162 | 0.9474 | 376 | 365 | 0.9707 |
| 73 | 93 | 88 | 0.9462 | 86 | 81 | 0.9419 | 129 | 121 | 0.9380 | 308 | 290 | 0.9416 |
| 72 | 87 | 86 | 0.9885 | 59 | 58 | 0.9831 | 130 | 123 | 0.9462 | 276 | 267 | 0.9674 |
| 71 | 90 | 86 | 0.9556 | 32 | 30 | 0.9375 | 92 | 89 | 0.9674 | 214 | 205 | 0.9579 |
| 70 | 123 | 122 | 0.9919 | 66 | 63 | 0.9545 | 126 | 123 | 0.9762 | 315 | 308 | 0.9778 |
| 69 | 84 | 84 | 1.0000 | 100 | 99 | 0.9900 | 187 | 180 | 0.9626 | 371 | 363 | 0.9784 |
| 68 | 54 | 53 | 0.9815 | 87 | 86 | 0.9885 | 184 | 180 | 0.9783 | 325 | 319 | 0.9815 |
| 67 | 77 | 77 | 1.0000 | 80 | 80 | 1.0000 | 175 | 170 | 0.9714 | 332 | 327 | 0.9849 |
| 66 | 70 | 68 | 0.9714 | 90 | 87 | 0.9667 | 147 | 143 | 0.9728 | 307 | 298 | 0.9707 |
| 65 | 40 | 38 | 0.9500 | 49 | 42 | 0.8571 | 125 | 109 | 0.8720 | 214 | 189 | 0.8832 |
| 64 | 22 | 16 | 0.7273 | 40 | 32 | 0.8000 | 104 | 80 | 0.7692 | 166 | 128 | 0.7711 |
| 63 | 19 | 15 | 0.7895 | 26 | 24 | 0.9231 | 70 | 60 | 0.8571 | 115 | 99 | 0.8609 |
| 62 | 25 | 24 | 0.9600 | 27 | 25 | 0.9259 | 59 | 54 | 0.9153 | 111 | 103 | 0.9279 |
| 61 | 12 | 12 | 1.0000 | 19 | 19 | 1.0000 | 56 | 47 | 0.8393 | 87 | 78 | 0.8966 |
| 60 | 30 | 26 | 0.8667 | 21 | 20 | 0.9524 | 48 | 40 | 0.8333 | 99 | 86 | 0.8687 |
| | 1526 | 1475 | | 1475 | 1397 | | 2625 | 2427 | | 5626 | 5299 | |

| Fy84 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 83 | 0 | 0 | - | 7 | 7 | 1.0000 | 7 | 7 | 1.0000 |
| 82 | 11 | 11 | 1.0000 | 10 | 10 | 1.0000 | 21 | 21 | 1.0000 |
| 81 | 25 | 25 | 1.0000 | 24 | 24 | 1.0000 | 49 | 49 | 1.0000 |
| 80 | 7 | 7 | 1.0000 | 5 | 5 | 1.0000 | 12 | 12 | 1.0000 |
| 79 | 84 | 82 | 0.9762 | 74 | 72 | 0.9730 | 158 | 154 | 0.9747 |
| 78 | 114 | 112 | 0.9825 | 140 | 131 | 0.9357 | 254 | 243 | 0.9567 |
| 77 | 148 | 134 | 0.9054 | 140 | 131 | 0.9357 | 288 | 265 | 0.9201 |
| 76 | 64 | 62 | 0.9688 | 92 | 83 | 0.9022 | 156 | 145 | 0.9295 |
| 75 | 89 | 86 | 0.9663 | 163 | 159 | 0.9755 | 252 | 245 | 0.9722 |
| 74 | 90 | 88 | 0.9778 | 166 | 158 | 0.9518 | 256 | 246 | 0.9609 |
| 73 | 79 | 76 | 0.9620 | 137 | 135 | 0.9854 | 216 | 211 | 0.9769 |
| 72 | 52 | 51 | 0.9808 | 93 | 92 | 0.9892 | 145 | 143 | 0.9862 |
| 71 | 53 | 53 | 1.0000 | 108 | 103 | 0.9537 | 161 | 156 | 0.9689 |
| 70 | 48 | 47 | 0.9792 | 99 | 98 | 0.9899 | 147 | 145 | 0.9864 |
| 69 | 78 | 77 | 0.9872 | 90 | 88 | 0.9778 | 168 | 165 | 0.9821 |
| 68 | 39 | 38 | 0.9744 | 70 | 68 | 0.9714 | 109 | 106 | 0.9725 |
| 67 | 37 | 37 | 1.0000 | 39 | 38 | 0.9744 | 76 | 75 | 0.9868 |
| 66 | 42 | 41 | 0.9762 | 67 | 66 | 0.9851 | 109 | 107 | 0.9817 |
| 65 | 31 | 25 | 0.8065 | 88 | 75 | 0.8523 | 119 | 100 | 0.8403 |
| 64 | 15 | 14 | 0.9333 | 63 | 53 | 0.8413 | 78 | 67 | 0.8590 |
| 63 | 14 | 13 | 0.9286 | 29 | 26 | 0.8966 | 43 | 39 | 0.9070 |
| 62 | 10 | 8 | 0.8000 | 34 | 32 | 0.9412 | 44 | 40 | 0.9091 |
| 61 | 5 | 5 | 1.0000 | 23 | 19 | 0.8261 | 28 | 24 | 0.8571 |
| 60 | 5 | 5 | 1.0000 | 18 | 15 | 0.8333 | 23 | 20 | 0.8696 |
| | 1140 | 1097 | | 1779 | 1688 | | 2919 | 2785 | |

| Fy82 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 81 | 5 | 5 | 1.0000 | 2 | 2 | 1.0000 | 11 | 11 | 1.0000 | 18 | 18 | 1.0000 |
| 80 | 6 | 6 | 1.0000 | 3 | 3 | 1.0000 | 1 | 1 | 1.0000 | 10 | 10 | 1.0000 |
| 79 | 0 | 0 | 0.0000 | 6 | 6 | 1.0000 | 4 | 3 | 0.7500 | 10 | 9 | 0.9000 |
| 78 | 6 | 6 | 1.0000 | 9 | 9 | 1.0000 | 1 | 1 | 1.0000 | 16 | 16 | 1.0000 |
| 77 | 18 | 17 | 0.9444 | 36 | 33 | 0.9167 | 42 | 33 | 0.7857 | 96 | 83 | 0.8646 |
| 76 | 59 | 57 | 0.9661 | 87 | 71 | 0.8161 | 100 | 81 | 0.8100 | 246 | 209 | 0.8496 |
| 75 | 112 | 107 | 0.9554 | 160 | 127 | 0.7938 | 188 | 152 | 0.8085 | 460 | 386 | 0.8391 |
| 74 | 160 | 154 | 0.9625 | 84 | 75 | 0.8929 | 187 | 171 | 0.9144 | 431 | 400 | 0.9281 |
| 73 | 117 | 111 | 0.9487 | 84 | 78 | 0.9286 | 125 | 116 | 0.9280 | 326 | 305 | 0.9356 |
| 72 | 103 | 101 | 0.9806 | 67 | 64 | 0.9552 | 120 | 109 | 0.9083 | 290 | 274 | 0.9448 |
| 71 | 101 | 96 | 0.9505 | 37 | 35 | 0.9459 | 92 | 85 | 0.9239 | 230 | 216 | 0.9391 |
| 70 | 137 | 135 | 0.9854 | 73 | 69 | 0.9452 | 112 | 108 | 0.9643 | 322 | 312 | 0.9689 |
| 69 | 88 | 88 | 1.0000 | 110 | 109 | 0.9909 | 182 | 172 | 0.9451 | 380 | 369 | 0.9711 |
| 68 | 60 | 59 | 0.9833 | 97 | 95 | 0.9794 | 168 | 165 | 0.9821 | 325 | 319 | 0.9815 |
| 67 | 79 | 79 | 1.0000 | 101 | 99 | 0.9802 | 170 | 166 | 0.9765 | 350 | 344 | 0.9829 |
| 66 | 71 | 70 | 0.9859 | 112 | 111 | 0.9911 | 144 | 140 | 0.9722 | 327 | 321 | 0.9817 |
| 65 | 47 | 44 | 0.9362 | 57 | 55 | 0.9649 | 126 | 121 | 0.9603 | 230 | 220 | 0.9565 |
| 64 | 30 | 26 | 0.8667 | 53 | 49 | 0.9245 | 137 | 132 | 0.9635 | 220 | 207 | 0.9409 |
| 63 | 28 | 26 | 0.9286 | 34 | 29 | 0.8529 | 112 | 100 | 0.8929 | 174 | 155 | 0.8908 |
| 62 | 27 | 23 | 0.8519 | 34 | 32 | 0.9412 | 81 | 68 | 0.8395 | 142 | 123 | 0.8662 |
| 61 | 13 | 12 | 0.9231 | 17 | 17 | 1.0000 | 74 | 68 | 0.9189 | 104 | 97 | 0.9327 |
| 60 | 28 | 28 | 1.0000 | 24 | 22 | 0.9167 | 66 | 62 | 0.9394 | 118 | 112 | 0.9492 |
| | 1267 | 1250 | | 1287 | 1190 | | 2243 | 2065 | | 4825 | 4505 | |

| Fy82 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | JET | | | PROP | | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 81 | 3 | 3 | 1.0000 | 2 | 2 | 1.0000 | 5 | 5 | 1.0000 |
| 80 | 0 | 0 | - | 2 | 2 | 1.0000 | 2 | 2 | 1.0000 |
| 79 | 5 | 5 | 1.0000 | 1 | 1 | 1.0000 | 6 | 6 | 1.0000 |
| 78 | 0 | 0 | - | 3 | 3 | 1.0000 | 3 | 3 | 1.0000 |
| 77 | 32 | 32 | 1.0000 | 27 | 25 | 0.9259 | 59 | 57 | 0.9661 |
| 76 | 60 | 60 | 1.0000 | 79 | 74 | 0.9367 | 139 | 134 | 0.9640 |
| 75 | 112 | 106 | 0.9464 | 172 | 166 | 0.9651 | 284 | 272 | 0.9577 |
| 74 | 117 | 108 | 0.9231 | 181 | 171 | 0.9448 | 298 | 279 | 0.9362 |
| 73 | 97 | 90 | 0.9278 | 149 | 146 | 0.9799 | 246 | 236 | 0.9593 |
| 72 | 58 | 58 | 1.0000 | 100 | 98 | 0.9800 | 158 | 156 | 0.9873 |
| 71 | 66 | 65 | 0.9848 | 115 | 108 | 0.9391 | 181 | 173 | 0.9558 |
| 70 | 59 | 57 | 0.9661 | 100 | 95 | 0.9500 | 159 | 152 | 0.9560 |
| 69 | 85 | 84 | 0.9882 | 88 | 83 | 0.9432 | 173 | 167 | 0.9653 |
| 68 | 50 | 50 | 1.0000 | 66 | 66 | 1.0000 | 116 | 116 | 1.0000 |
| 67 | 39 | 37 | 0.9487 | 41 | 41 | 1.0000 | 80 | 78 | 0.9750 |
| 66 | 43 | 43 | 1.0000 | 70 | 67 | 0.9571 | 113 | 110 | 0.9735 |
| 65 | 35 | 35 | 1.0000 | 92 | 90 | 0.9783 | 127 | 125 | 0.9843 |
| 64 | 24 | 24 | 1.0000 | 87 | 86 | 0.9885 | 111 | 110 | 0.9910 |
| 63 | 27 | 26 | 0.9630 | 48 | 41 | 0.8542 | 75 | 67 | 0.8933 |
| 62 | 14 | 12 | 0.8571 | 45 | 36 | 0.8000 | 59 | 48 | 0.8136 |
| 61 | 8 | 6 | 0.7500 | 29 | 23 | 0.7931 | 37 | 29 | 0.7838 |
| 60 | 7 | 7 | 1.0000 | 29 | 24 | 0.8276 | 36 | 31 | 0.8611 |
| | 941 | 908 | | 1526 | 1448 | | 2467 | 2356 | |

| Fy81 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 80 | 3 | 3 | 1.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 | 4 | 4 | 1.0000 |
| 79 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 |
| 78 | 2 | 2 | 1.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 |
| 77 | 0 | 0 | 0.0000 | 5 | 5 | 1.0000 | 4 | 4 | 1.0000 | 9 | 9 | 1.0000 |
| 76 | 9 | 9 | 1.0000 | 11 | 10 | 0.9091 | 31 | 25 | 0.8065 | 51 | 44 | 0.8627 |
| 75 | 123 | 109 | 0.8862 | 175 | 143 | 0.8171 | 227 | 163 | 0.7181 | 525 | 415 | 0.7905 |
| 74 | 183 | 167 | 0.9126 | 102 | 79 | 0.7745 | 230 | 170 | 0.7391 | 515 | 416 | 0.8078 |
| 73 | 123 | 112 | 0.9106 | 85 | 70 | 0.8235 | 132 | 118 | 0.8939 | 340 | 300 | 0.8824 |
| 72 | 115 | 107 | 0.9304 | 72 | 66 | 0.9167 | 122 | 107 | 0.8770 | 309 | 280 | 0.9061 |
| 71 | 108 | 101 | 0.9352 | 40 | 35 | 0.8750 | 95 | 87 | 0.9158 | 243 | 223 | 0.9177 |
| 70 | 146 | 144 | 0.9863 | 75 | 72 | 0.9600 | 107 | 101 | 0.9439 | 328 | 317 | 0.9665 |
| 69 | 91 | 91 | 1.0000 | 110 | 109 | 0.9909 | 177 | 169 | 0.9548 | 378 | 369 | 0.9762 |
| 68 | 65 | 63 | 0.9692 | 98 | 95 | 0.9694 | 171 | 164 | 0.9591 | 334 | 322 | 0.9641 |
| 67 | 80 | 80 | 1.0000 | 112 | 109 | 0.9732 | 160 | 157 | 0.9813 | 352 | 346 | 0.9830 |
| 66 | 72 | 71 | 0.9861 | 121 | 120 | 0.9917 | 147 | 145 | 0.9864 | 340 | 336 | 0.9882 |
| 65 | 46 | 45 | 0.9783 | 67 | 64 | 0.9552 | 130 | 124 | 0.9538 | 243 | 233 | 0.9588 |
| 64 | 31 | 29 | 0.9355 | 56 | 53 | 0.9464 | 139 | 137 | 0.9856 | 226 | 219 | 0.9690 |
| 63 | 30 | 29 | 0.9667 | 34 | 33 | 0.9706 | 120 | 117 | 0.9750 | 184 | 179 | 0.9728 |
| 62 | 30 | 27 | 0.9000 | 40 | 35 | 0.8750 | 108 | 95 | 0.8796 | 178 | 157 | 0.8820 |
| 61 | 21 | 17 | 0.8095 | 24 | 23 | 0.9583 | 97 | 80 | 0.8247 | 142 | 120 | 0.8451 |
| 60 | 28 | 27 | 0.9643 | 31 | 29 | 0.9355 | 74 | 64 | 0.8649 | 133 | 120 | 0.9023 |
| | 1306 | 1233 | | 1259 | 1151 | | 2272 | 2028 | | 4837 | 4412 | |

| Fy81 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 80 | 0 | 0 | - | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 |
| 79 | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 | 2 | 2 | 1.0000 |
| 78 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 77 | 25 | 24 | 0.9600 | 19 | 19 | 1.0000 | 44 | 43 | 0.9773 |
| 76 | 43 | 41 | 0.9535 | 58 | 56 | 0.9655 | 101 | 97 | 0.9604 |
| 75 | 130 | 115 | 0.8846 | 181 | 174 | 0.9613 | 311 | 289 | 0.9293 |
| 74 | 137 | 116 | 0.8467 | 194 | 177 | 0.9124 | 331 | 293 | 0.8852 |
| 73 | 105 | 96 | 0.9143 | 154 | 150 | 0.9740 | 259 | 246 | 0.9498 |
| 72 | 68 | 64 | 0.9412 | 108 | 103 | 0.9537 | 176 | 167 | 0.9489 |
| 71 | 68 | 67 | 0.9853 | 121 | 117 | 0.9669 | 189 | 184 | 0.9735 |
| 70 | 64 | 59 | 0.9219 | 106 | 99 | 0.9340 | 170 | 158 | 0.9294 |
| 69 | 94 | 80 | 0.8511 | 92 | 87 | 0.9457 | 186 | 167 | 0.8978 |
| 68 | 50 | 49 | 0.9800 | 67 | 67 | 1.0000 | 117 | 116 | 0.9915 |
| 67 | 41 | 40 | 0.9756 | 42 | 41 | 0.9762 | 83 | 81 | 0.9759 |
| 66 | 47 | 46 | 0.9787 | 70 | 70 | 1.0000 | 117 | 116 | 0.9915 |
| 65 | 38 | 34 | 0.8947 | 100 | 98 | 0.9800 | 138 | 132 | 0.9565 |
| 64 | 27 | 27 | 1.0000 | 91 | 88 | 0.9670 | 118 | 115 | 0.9746 |
| 63 | 29 | 28 | 0.9655 | 54 | 54 | 1.0000 | 83 | 82 | 0.9880 |
| 62 | 15 | 14 | 0.9333 | 62 | 58 | 0.9355 | 77 | 72 | 0.9351 |
| 61 | 14 | 11 | 0.7857 | 36 | 30 | 0.8333 | 50 | 41 | 0.8200 |
| 60 | 9 | 9 | 1.0000 | 30 | 28 | 0.9333 | 39 | 37 | 0.9487 |
| | 1005 | 921 | | 1587 | 1518 | | 2592 | 2439 | |

| Fy79 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77 | 0 | 0 | 0 | 1 | 1 | 1.0000 | 0 | 0 | 0 | 1 | 1 | 1.0000 |
| 76 | 0 | 0 | 0 | 0 | 0 | 0.0000 | 0 | 0 | 0 | 0 | 0 | 0.0000 |
| 75 | 3 | 3 | 1.0000 | 5 | 5 | 1.0000 | 4 | 4 | 1.0000 | 12 | 12 | 1.0000 |
| 74 | 37 | 33 | 0.8919 | 22 | 13 | 0.5909 | 105 | 52 | 0.4952 | 164 | 98 | 0.5976 |
| 73 | 146 | 117 | 0.8014 | 136 | 83 | 0.6103 | 233 | 138 | 0.5923 | 515 | 338 | 0.6563 |
| 72 | 136 | 119 | 0.8750 | 98 | 68 | 0.6939 | 190 | 132 | 0.6947 | 424 | 319 | 0.7524 |
| 71 | 132 | 120 | 0.9091 | 60 | 42 | 0.7000 | 136 | 101 | 0.7426 | 328 | 263 | 0.8018 |
| 70 | 184 | 172 | 0.9348 | 97 | 80 | 0.8247 | 136 | 121 | 0.8897 | 417 | 373 | 0.8945 |
| 69 | 104 | 99 | 0.9519 | 146 | 121 | 0.8288 | 230 | 185 | 0.8043 | 480 | 405 | 0.8438 |
| 68 | 68 | 62 | 0.9118 | 117 | 108 | 0.9231 | 198 | 182 | 0.9192 | 383 | 352 | 0.9191 |
| 67 | 74 | 73 | 0.9865 | 137 | 126 | 0.9197 | 174 | 164 | 0.9425 | 385 | 363 | 0.9429 |
| 66 | 62 | 60 | 0.9677 | 148 | 147 | 0.9932 | 149 | 144 | 0.9664 | 359 | 351 | 0.9777 |
| 65 | 41 | 41 | 1.0000 | 77 | 75 | 0.9740 | 145 | 139 | 0.9586 | 263 | 255 | 0.9696 |
| 64 | 32 | 32 | 1.0000 | 60 | 57 | 0.9500 | 150 | 147 | 0.9800 | 242 | 236 | 0.9752 |
| 63 | 33 | 31 | 0.9394 | 40 | 39 | 0.9750 | 125 | 122 | 0.9760 | 198 | 192 | 0.9697 |
| 62 | 32 | 31 | 0.9688 | 45 | 44 | 0.9778 | 118 | 115 | 0.9746 | 195 | 190 | 0.9744 |
| 61 | 29 | 29 | 1.0000 | 28 | 28 | 1.0000 | 121 | 116 | 0.9587 | 178 | 173 | 0.9719 |
| 60 | 40 | 38 | 0.9500 | 44 | 41 | 0.9318 | 131 | 116 | 0.8855 | 215 | 195 | 0.9070 |
| | 1153 | 1060 | | 1261 | 1078 | | 2345 | 1978 | | 4759 | 4116 | |

| Fy79 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | | NFO | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 78 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 77 | 0 | 0 | - | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 |
| 76 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 75 | 74 | 64 | 0.8649 | 62 | 53 | 0.8548 | 136 | 117 | 0.8603 |
| 74 | 168 | 153 | 0.9107 | 214 | 180 | 0.8411 | 382 | 333 | 0.8717 |
| 73 | 133 | 122 | 0.9173 | 186 | 167 | 0.8978 | 319 | 289 | 0.9060 |
| 72 | 87 | 71 | 0.8161 | 138 | 120 | 0.8696 | 225 | 191 | 0.8489 |
| 71 | 79 | 73 | 0.9241 | 136 | 129 | 0.9485 | 215 | 202 | 0.9395 |
| 70 | 78 | 75 | 0.9615 | 125 | 121 | 0.9680 | 203 | 196 | 0.9655 |
| 69 | 112 | 107 | 0.9554 | 121 | 108 | 0.8926 | 233 | 215 | 0.9227 |
| 68 | 62 | 59 | 0.9516 | 89 | 81 | 0.9101 | 151 | 140 | 0.9272 |
| 67 | 45 | 45 | 1.0000 | 49 | 47 | 0.9592 | 94 | 92 | 0.9787 |
| 66 | 55 | 54 | 0.9818 | 75 | 75 | 1.0000 | 130 | 129 | 0.9923 |
| 65 | 44 | 43 | 0.9773 | 107 | 106 | 0.9907 | 151 | 149 | 0.9868 |
| 64 | 28 | 28 | 1.0000 | 101 | 100 | 0.9901 | 129 | 128 | 0.9922 |
| 63 | 28 | 28 | 1.0000 | 59 | 58 | 0.9831 | 87 | 86 | 0.9885 |
| 62 | 21 | 20 | 0.9524 | 66 | 63 | 0.9545 | 87 | 83 | 0.9540 |
| 61 | 14 | 14 | 1.0000 | 47 | 44 | 0.9362 | 61 | 58 | 0.9508 |
| 60 | 10 | 10 | 1.0000 | 40 | 37 | 0.9250 | 50 | 47 | 0.9400 |
| | 1038 | 966 | | 1616 | 1490 | | 2654 | 2456 | |

| Fy78 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 77 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 |
| 76 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 |
| 75 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 |
| 74 | 2 | 2 | 1.0000 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 | 4 | 4 | 1.0000 |
| 73 | 42 | 39 | 0.9286 | 36 | 24 | 0.6667 | 83 | 49 | 0.5904 | 161 | 112 | 0.6957 |
| 72 | 143 | 114 | 0.7972 | 115 | 65 | 0.5652 | 282 | 180 | 0.6383 | 540 | 359 | 0.6648 |
| 71 | 162 | 143 | 0.8827 | 97 | 58 | 0.5979 | 186 | 134 | 0.7204 | 445 | 335 | 0.7528 |
| 70 | 218 | 196 | 0.8991 | 146 | 107 | 0.7329 | 161 | 130 | 0.8075 | 525 | 433 | 0.8248 |
| 69 | 116 | 108 | 0.9310 | 191 | 163 | 0.8534 | 265 | 235 | 0.8868 | 572 | 506 | 0.8846 |
| 68 | 81 | 78 | 0.9630 | 157 | 138 | 0.8790 | 195 | 184 | 0.9436 | 433 | 400 | 0.9238 |
| 67 | 83 | 78 | 0.9398 | 156 | 146 | 0.9359 | 177 | 168 | 0.9492 | 416 | 392 | 0.9423 |
| 66 | 67 | 66 | 0.9851 | 153 | 151 | 0.9869 | 140 | 136 | 0.9714 | 360 | 353 | 0.9806 |
| 65 | 47 | 47 | 1.0000 | 84 | 80 | 0.9524 | 142 | 136 | 0.9577 | 273 | 263 | 0.9634 |
| 64 | 31 | 31 | 1.0000 | 62 | 58 | 0.9355 | 152 | 149 | 0.9803 | 245 | 238 | 0.9714 |
| 63 | 35 | 34 | 0.9714 | 36 | 35 | 0.9722 | 135 | 131 | 0.9704 | 206 | 200 | 0.9709 |
| 62 | 33 | 32 | 0.9697 | 44 | 43 | 0.9773 | 129 | 126 | 0.9767 | 206 | 201 | 0.9757 |
| 61 | 30 | 29 | 0.9667 | 27 | 27 | 1.0000 | 128 | 125 | 0.9766 | 185 | 181 | 0.9784 |
| 60 | 44 | 41 | 0.9318 | 42 | 39 | 0.9286 | 154 | 144 | 0.9351 | 240 | 224 | 0.9333 |
| | 1134 | 1038 | | 1347 | 1135 | | 2331 | 2029 | | 4812 | 4202 | |

| Fy78 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | NFO | | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 77 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 76 | 0 | 0 | - | 1 | 1 | 1.0000 | 1 | 1 | 1.0000 |
| 75 | 1 | 1 | 1.0000 | 0 | 0 | - | 1 | 1 | 1.0000 |
| 74 | 98 | 86 | 0.8776 | 115 | 111 | 0.9652 | 213 | 197 | 0.9249 |
| 73 | 146 | 131 | 0.8973 | 185 | 171 | 0.9243 | 331 | 302 | 0.9124 |
| 72 | 105 | 89 | 0.8476 | 160 | 145 | 0.9063 | 265 | 234 | 0.8830 |
| 71 | 90 | 82 | 0.9111 | 148 | 131 | 0.8851 | 238 | 213 | 0.8950 |
| 70 | 87 | 79 | 0.9080 | 138 | 130 | 0.9420 | 225 | 209 | 0.9289 |
| 69 | 119 | 115 | 0.9664 | 127 | 123 | 0.9685 | 246 | 238 | 0.9675 |
| 68 | 72 | 70 | 0.9722 | 97 | 88 | 0.9072 | 169 | 158 | 0.9349 |
| 67 | 51 | 49 | 0.9608 | 55 | 53 | 0.9636 | 106 | 102 | 0.9623 |
| 66 | 56 | 52 | 0.9286 | 78 | 77 | 0.9872 | 134 | 129 | 0.9627 |
| 65 | 49 | 48 | 0.9796 | 106 | 105 | 0.9906 | 155 | 153 | 0.9871 |
| 64 | 31 | 31 | 1.0000 | 100 | 99 | 0.9900 | 131 | 130 | 0.9924 |
| 63 | 28 | 28 | 1.0000 | 58 | 58 | 1.0000 | 86 | 86 | 1.0000 |
| 62 | 24 | 22 | 0.9167 | 67 | 64 | 0.9552 | 91 | 86 | 0.9451 |
| 61 | 15 | 14 | 0.9333 | 52 | 49 | 0.9423 | 67 | 63 | 0.9403 |
| 60 | 10 | 10 | 1.0000 | 41 | 40 | 0.9756 | 51 | 50 | 0.9804 |
| | 982 | 907 | | 1528 | 1445 | | 2510 | 2352 | |

| Fy77 | | | | | PILOT | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| | | HELO | | | JET | | | PROP | | | PILOT | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 76 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 |
| 75 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 | 0 | 0 | 0.0000 | 1 | 1 | 1.0000 |
| 74 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 | 0 | 0 | 0.0000 |
| 73 | 0 | 0 | 0.0000 | 2 | 2 | 1.0000 | 4 | 4 | 1.0000 | 6 | 6 | 1.0000 |
| 72 | 86 | 77 | 0.8953 | 25 | 20 | 0.8000 | 132 | 103 | 0.7803 | 243 | 200 | 0.8230 |
| 71 | 165 | 151 | 0.9152 | 89 | 62 | 0.6966 | 203 | 159 | 0.7833 | 457 | 372 | 0.8140 |
| 70 | 245 | 220 | 0.8980 | 200 | 157 | 0.7850 | 229 | 181 | 0.7904 | 674 | 558 | 0.8279 |
| 69 | 124 | 117 | 0.9435 | 224 | 207 | 0.9241 | 296 | 274 | 0.9257 | 644 | 598 | 0.9286 |
| 68 | 94 | 92 | 0.9787 | 192 | 180 | 0.9375 | 231 | 216 | 0.9351 | 517 | 488 | 0.9439 |
| 67 | 93 | 89 | 0.9570 | 175 | 170 | 0.9714 | 201 | 194 | 0.9652 | 469 | 453 | 0.9659 |
| 66 | 67 | 66 | 0.9851 | 163 | 161 | 0.9877 | 145 | 142 | 0.9793 | 375 | 369 | 0.9840 |
| 65 | 47 | 47 | 1.0000 | 93 | 90 | 0.9677 | 144 | 138 | 0.9583 | 284 | 275 | 0.9683 |
| 64 | 31 | 31 | 1.0000 | 65 | 60 | 0.9231 | 161 | 158 | 0.9814 | 257 | 249 | 0.9689 |
| 63 | 35 | 35 | 1.0000 | 43 | 41 | 0.9535 | 136 | 133 | 0.9779 | 214 | 209 | 0.9766 |
| 62 | 33 | 33 | 1.0000 | 47 | 47 | 1.0000 | 134 | 131 | 0.9776 | 214 | 211 | 0.9860 |
| 61 | 31 | 30 | 0.9677 | 28 | 28 | 1.0000 | 134 | 130 | 0.9701 | 193 | 188 | 0.9741 |
| 60 | 45 | 44 | 0.9778 | 44 | 44 | 1.0000 | 159 | 156 | 0.9811 | 248 | 244 | 0.9839 |
| | 1096 | 1032 | | 1391 | 1270 | | 2309 | 2119 | | 4796 | 4421 | |

| Fy77 | | | | | NFO | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | JET | | | PROP | | | NFO | |
| YG | BEG INV | END INV | CR | BEG INV | END INV | CR | BEG INV | END INV | CR |
| 76 | 0 | 0 | - | 0 | 0 | - | 0 | 0 | - |
| 75 | 1 | 1 | 1.0000 | 0 | 0 | - | 1 | 1 | 1.0000 |
| 74 | 4 | 4 | 1.0000 | 1 | 0 | - | 5 | 4 | 0.8000 |
| 73 | 101 | 94 | 0.9307 | 147 | 133 | 0.9048 | 248 | 227 | 0.9153 |
| 72 | 108 | 97 | 0.8981 | 159 | 146 | 0.9182 | 267 | 243 | 0.9101 |
| 71 | 100 | 90 | 0.9000 | 166 | 153 | 0.9217 | 266 | 243 | 0.9135 |
| 70 | 100 | 90 | 0.9000 | 151 | 136 | 0.9007 | 251 | 226 | 0.9004 |
| 69 | 123 | 120 | 0.9756 | 135 | 127 | 0.9407 | 258 | 247 | 0.9574 |
| 68 | 82 | 81 | 0.9878 | 103 | 102 | 0.9903 | 185 | 183 | 0.9892 |
| 67 | 58 | 57 | 0.9828 | 62 | 61 | 0.9839 | 120 | 118 | 0.9833 |
| 66 | 58 | 57 | 0.9828 | 79 | 78 | 0.9873 | 137 | 135 | 0.9854 |
| 65 | 52 | 51 | 0.9808 | 110 | 109 | 0.9909 | 162 | 160 | 0.9877 |
| 64 | 33 | 32 | 0.9697 | 101 | 101 | 1.0000 | 134 | 133 | 0.9925 |
| 63 | 31 | 29 | 0.9355 | 59 | 59 | 1.0000 | 90 | 88 | 0.9778 |
| 62 | 25 | 25 | 1.0000 | 68 | 67 | 0.9853 | 93 | 92 | 0.9892 |
| 61 | 16 | 16 | 1.0000 | 54 | 52 | 0.9630 | 70 | 68 | 0.9714 |
| 60 | 10 | 10 | 1.0000 | 43 | 42 | 0.9767 | 53 | 52 | 0.9811 |
| | 902 | 854 | | 1438 | 1366 | | 2340 | 2220 | |

## APPENDIX B. SAMPLE MEAN VALUES

**Table B-1. Mean Values for Full Sample of Aviators**

| Variable | Mean |
|---|---|
| CR% | 91.0605968 |
| ACP% | 0.0450780 |
| VSISSIB% | 0.0240245 |
| IRAD% | 0.0180602 |
| MSR2% | 0.0418060 |
| MSR3% | 0.0418060 |
| UNEMP% | 6.6065775 |

**Table B-2. Mean Values for Pilot Sample**

| Variable | Mean |
|---|---|
| CRPILOT% | 85.6314223 |
| ACP% | 0.0443630 |
| VSISSIB% | 0.0209424 |
| IRAD% | 0.0141361 |
| MSR2% | 0.0392670 |
| MSR3% | 0.0392670 |
| UNEMP% | 6.6172775 |

**Table B-3. Mean Values for NFO Sample**

| Variable | Mean |
|---|---|
| CRNFO% | 91.4860112 |
| ACP% | 0.0421178 |
| VSISSIB% | 0.0267882 |
| IRAD% | 0.0227209 |
| MSR2% | 0.0420757 |
| MSR3% | 0.0420757 |
| UNEMP% | 6.6011220 |

**Table B-4. Mean Values for Helo Pilot Sample**

| Variable | Mean |
|---|---|
| CRHELO% | 92.2326705 |
| ACP% | 0.0500852 |
| VSISSIB% | 0.0237784 |
| IRAD% | 0.0153409 |
| MSR2% | 0.0426136 |
| MSR3% | 0.0426136 |
| UNEMP% | 6.6008523 |

**Table B-5. Mean Values for Jet Pilot Sample**

| Variable | Mean |
|---|---|
| CRJET% | 91.9451247 |
| ACP% | 0.0474792 |
| VSISSIB% | 0.0207479 |
| IRAD% | 0.0149584 |
| MSR2% | 0.0415512 |
| MSR3% | 0.0415512 |
| UNEMP% | 6.6102493 |

**Table B-6. Mean Values for Prop Pilot Sample**

| Variable | Mean |
|---|---|
| CRPROP% | 88.2486957 |
| ACP% | 0.0436685 |
| VSISSIB% | 0.0221196 |
| IRAD% | 0.0146739 |
| MSR2% | 0.0407609 |
| MSR3% | 0.0407609 |
| UNEMP% | 6.6190217 |

**Table B-7. Mean Values for Jet NFO Sample**

| Variable | Mean |
|---|---|
| CRJNFO% | 92.4948276 |
| ACP% | 0.0466954 |
| VSISSIB% | 0.0255747 |
| IRAD% | 0.0232759 |
| MSR2% | 0.0431034 |
| MSR3% | 0.0431034 |
| UNEMP% | 6.5870690 |

**Table B-8. Mean Values for Prop NFO Sample**

| Variable | Mean |
|---|---|
| CRNFO% | 90.5215385 |
| ACP% | 0.0377534 |
| VSISSIB% | 0.0279452 |
| IRAD% | 0.0221918 |
| MSR2% | 0.0410959 |
| MSR3% | 0.0410959 |
| UNEMP% | 6.6145205 |

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